January, 1965

THE Signalman's JOURNAL

Wage Increases for Signalmen

Legislative News

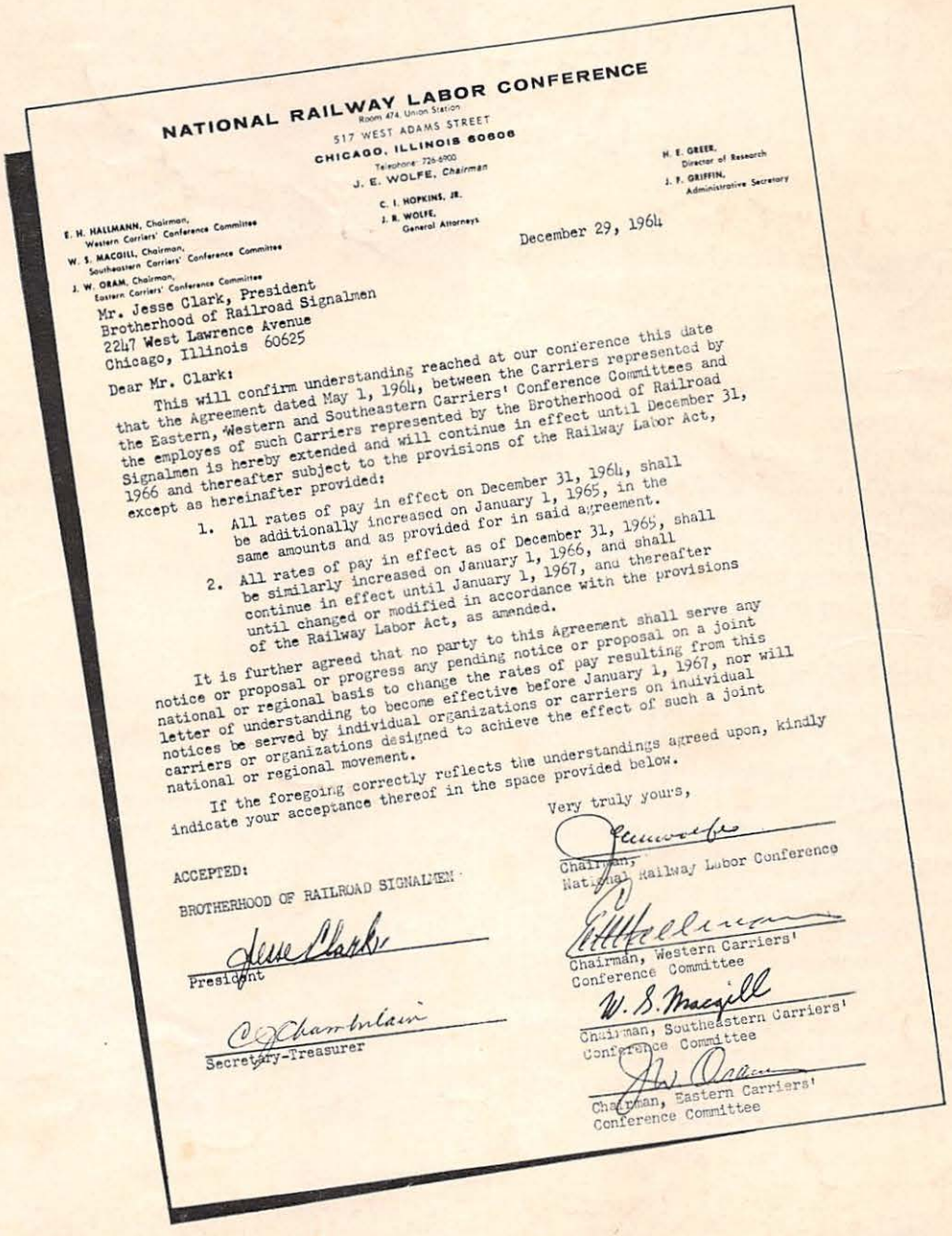
NRAB Awards

Theory and Use of Test Equipment

On Our Cover

This letter of understanding, signed by officers of the Railroad's Conference Committees and accepted by our Brotherhood provided wage increases for signalmen on represented roads on Jan. 1, 1965 and Jan. 1, 1966.

The agreement reached between the parties on May 1, 1964 was extended to December 31, 1966 and thereafter until changed or modified in accordance with the provisions of the Railway Labor Act, as amended.



NATIONAL RAILWAY LABOR CONFERENCE
Room 474 Union Station
517 WEST ADAMS STREET
CHICAGO, ILLINOIS 60606
Telephone: 726-6900
J. E. WOLFE, Chairman
C. I. HOPKINS, JR.
J. R. WOLFE, General Attorneys
H. E. GREER, Director of Research
J. P. GRIFFIN, Administrative Secretary

E. H. HALLMANN, Chairman, Western Carriers' Conference Committee
W. S. MACGILL, Chairman, Southeastern Carriers' Conference Committee
J. W. ORAM, Chairman, Eastern Carriers' Conference Committee

December 29, 1964

Mr. Jesse Clark, President
Brotherhood of Railroad Signalmen
2247 West Lawrence Avenue
Chicago, Illinois 60625

Dear Mr. Clark:

This will confirm understanding reached at our conference this date that the Agreement dated May 1, 1964, between the Carriers represented by the Eastern, Western and Southeastern Carriers' Conference Committees and the employes of such Carriers represented by the Brotherhood of Railroad Signalmen is hereby extended and will continue in effect until December 31, 1966 and thereafter subject to the provisions of the Railway Labor Act, except as hereinafter provided:

1. All rates of pay in effect on December 31, 1964, shall be additionally increased on January 1, 1965, in the same amounts and as provided for in said agreement.
2. All rates of pay in effect as of December 31, 1965, shall be similarly increased on January 1, 1966, and shall continue in effect until January 1, 1967, and thereafter until changed or modified in accordance with the provisions of the Railway Labor Act, as amended.

It is further agreed that no party to this Agreement shall serve any notice or proposal or progress any pending notice or proposal on a joint national or regional basis to change the rates of pay resulting from this letter of understanding to become effective before January 1, 1967, nor will notices be served by individual organizations or carriers on individual carriers or organizations designed to achieve the effect of such a joint national or regional movement.

If the foregoing correctly reflects the understandings agreed upon, kindly indicate your acceptance thereof in the space provided below.

Very truly yours,

Chairman, National Railway Labor Conference

Chairman, Western Carriers' Conference Committee

Chairman, Southeastern Carriers' Conference Committee

Chairman, Eastern Carriers' Conference Committee

ACCEPTED:

BROTHERHOOD OF RAILROAD SIGNALMEN

President

Secretary-Treasurer

How to stand a little taller as you watch your money grow

He grows free in a country that grew in freedom. Your savings help defend that freedom when you invest them in U.S. Savings Bonds.

You get more than just money back from an investment in U.S. Savings Bonds. You get a feeling of pride, knowing that you're helping our Nation defend the cause of freedom.

You see, while your dollars are growing for you, Uncle Sam puts them to work to help freedom grow too. Every dollar you invest in U.S. Savings Bonds helps strengthen our free economy here at home . . . helps our Nation to stand up for freedom everywhere.

But look at it from a strictly personal angle too. Every $3 you invest in Series E Savings Bonds brings you $4 when your Bonds mature. Money that would come in handy for a new home, or for your children's education. In other words, you get a sound savings plan too.

These days, it's sometimes hard to know what each of us can do—as individuals—to strengthen and defend the cause of freedom. Wouldn't you be a little prouder, stand a little taller, watching your money grow in U.S. Savings Bonds?

He knows about freedom, but he's against it. His ambition is to see your children wither under Communism. One way to check him is to keep ourselves—and our Nation—financially strong.

Five personal benefits you get from U.S. Savings Bonds:

1. Your investment is guaranteed safe by the U.S. Government.
2. Your Bonds are replaced free if anything happens to them.
3. You can get your money back whenever you need it.
4. You can save automatically where you work.
5. You get back $4 for every $3 at maturity.

You can't lose. Even if you should lose the Bond itself, you won't lose your money. Every U.S. Savings Bond is registered—with its owner's name—for your protection.

Keep freedom in your future with

U. S. SAVINGS BONDS

ADVERTISING COUNCIL 1942-1962

GRAND LODGE DIRECTORY

Jesse Clark, President
2247 Lawrence Ave.
Chicago 25, Ill. 60625

C. J. Chamberlain, Sec'y-Treasurer
2247 Lawrence Ave.
Chicago, Ill. 60625

Vice Presidents

C. S. Chandler
3180 Hargrove Lane
Florissant, Missouri 63033

P. T. Drummond
2247 Lawrence Ave.
Chicago, Ill. 60625

Carl K. Fields
400 First Street, N.W.
Washington, D.C., 20001

T. H. Gregg
Mail Address: Box 528
Bristol, Tenn.
Telegraph Address:
Abingdon Highway
Bristol, Virginia

Gerald Orndorff
220 South State St.
Chicago, Ill. 60604

B. H. Steuerwald
Interstate Trust Building
1130 16th & Lawrence Streets
Denver, Colorado 80202

Grand Lodge Representatives

W. W. Altus
220 South State St.
Chicago, Ill. 60604

W. D. Best
2247 Lawrence Ave.
Chicago, Ill. 60625

M. B. Frye
2247 Lawrence Ave.
Chicago, Ill. 60625

W. B. O'Connell
400 First Street, N.W.
Washington, D.C., 20001

H. A. Stockdale
Apt. 3, 3895 Maplewood Ave.
Montreal 26, Que., Canada

Board of Trustees

Wm. H. Lewis, Chairman
513 E. Third St.
St. John, Kans.

C. R. Scott
15 Eleanor Gardens
Belleville, Ont., Canada

W. D. Wilson, Secretary
8 Andrew Place
Fair Lawn, New Jersey

Affiliated with AFL-CIO and Canadian Labor Congress

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

E. L. Abbott, Editor and Manager
2247 Lawrence Ave., Chicago, Ill. 60625

JANUARY, 1965

Vol. 46, No. 1

IN THIS ISSUE

More Money for Signalmen 3

How to Buy 4
By Sidney Margolius

News From Canada 5

Legislative News

Safety & Sanitation Rules into Effect in Okla. 7

Heart Fund Tops $30 Million in 64 8

NRAB Awards 9

Railroad News in Brief 12

Determine Your Rights Under FELA 13

Your Washington Reporter 14
By Albert Jenkins

Live a Little Longer 17
By Dr. William A. Sawyer

Widow's Annuities Under the RRA 17

AFL-CIO Program 18

Theory and Use of Test Equipment 19

Local Lodge News 24

Obituary 27

1

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.

ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

The Signalman's Journal is published monthly at 213 W. Madison St., Waterloo, Wis., by the Brotherhood of Railroad Signalmen. Entered as second class matter Oct. 13, 1939, at the post office at Mount Morris, Ill., under the Act of Aug. 24, 1912. Re-entered at Waterloo, Wis., Oct. 8, 1955. Accepted for mailing at the special rate of postage as provided in Paragragh 4, Section 34.40, Act of Feb. 28, 1925. Subscription $2.00 per year. Single copy 25 cents.

YOUR WASHINGTON Reporter

By ALBERT H. JENKINS

WHEN THIS WAS WRITten, the American Medical Association was holding its annual convention at Miami Beach, Fla. The medical politicians who rule the AMA were at work mapping a last-ditch drive against enactment in the next Congress of the "Medicare" bill, which would provide hospital, nursing home and related health services for the aged under the Social Security and Railroad Retirement systems.

The mood of the AMA leaders could well be described as desperate. That's because the November elections ousted many old foes of medicare in Congress, returned almost all of its old friends to Capitol Hill, and put some new friends beside them. Therefore, after 12 long years of battling against the AMA lobbying and propaganda machine, the chances for passage of the measure look brighter than ever.

Also, some local chapters of the AMA were getting restive over the diehard stand of the AMA hierarchy against "Medicare." For example, the Medical Society of the District of Columbia, shortly before the national convention, adopted a resolution calling upon the AMA to modify its opposition to "Medicare", at least to the extent of offering some reasonable alternative.

On the other hand, AMA leaders, including its former president, Dr. Edward P. Annis, a Miami physician, were reportedly pressing for an increase in annual membership dues for doctors—from $45 to $100—so as to build a greater war chest for financing the AMA's campaigns.

Such an increase would cause little of a dent in physician's incomes since, according to official statistics, their median annual income runs over $22,000 a year, the highest average of any profession. However, the increase would provide a staggering expansion in the already vast propaganda and lobbying resources of the AMA. A glimpse into the proportions of the AMA financial empire appeared recently in the New York Times.

"The AMA," the Times report said, "is a corporation with a $20 million annual budget and a staff of 851 in a $3.9 million building in Chicago. It is also a federation of 50 state medical associations that, in turn, are composed of almost 2,000 county or district medical societies.

"The kindest term critics of the AMA use is 'trade association,'" the report says. "Even Prof. Milton Friedman of the University of Chicago, one of Senator Barry Goldwater's advisers, calls the AMA 'perhaps the strongest trade union in the United States.'"

Who controls all this? The Times report points out that the AMA is ruled by its House of Delegates, which has only 228 members. They are elected—not by the direct vote of the thousands of doctors around the country, but by the state medical societies. The few members of the House of Delegates choose the president and executive vice president of the AMA, and those two run the show between the annual conventions.

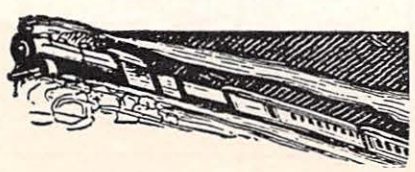
In short, the AMA is controlled by a few at the top, and constitutes a machine which many powerful political bosses might well envy.

The present president of the AMA, Dr. Donovan F. Ward, for 18 years a delegate, is a director of two insurance companies, the Times points out. The insurance lobby has long been allied with the AMA lobby in fighting against Social Security improvements, including the Medicare bill.

The full-time executive vice president of the AMA, Dr. F. J. L. Blasingame, "functions much like a corporation president and the head of a trade association."

The Times says 85 percent of the delegates to the AMA convention are "specialists," not "general practitioner" family doctors who are interested in the all-around welfare of their patients. Nevertheless, there were reports that an increased number of doctors plan to rebel against the leaders' anti-medicare policy. The rebellion is not expected to get very far.

Watch for a steamed-up drive against the medicare measure after Congress convenes, whether or not the AMA dues increase goes through.



Unit Forms to Battle Right Wing

Although the extreme right-wing forces took a bad beating in the November election, they are rallying anew for a drive to discredit democratic institutions and liberal political leaders. To combat them, a new group called the National Council for Civic Responsibility was formed some time ago. Among its members are union Presidents Al Hayes, Machinists; Joseph Beirne, Communications Workers; Charles Cogen, Teachers; David Dubinsky, Ladies Garment Workers, and Jacob Potofsky, Clothing Workers.

The council also includes former Republican and Democratic cabinet members, government and civic leaders, businessmen, scientists, educators and church leaders.

The group is headed by Arthur Larson, law professor, former top official in the Eisenhower Administration and author of a book entitled "A Republican Looks at His Party." He recently said:

"There are many local communities in which the tactics of the extremists have made life miserable for good citizens—through spying, nocturnal phone calls, economic and social pressures, stonings, even bombings."

Larson said $20 million a year is spent on propaganda by radical rightist organizations. He listed 12 of them which, he said, form an "interlocking directorate" with the John Birch Society. He named them as Americans for Constitutional Action, America's Future, Christian Crusade, Christian Freedom Foundation, Church League of America, Citizens Foreign Aid Committee, Conservative Society of America, Liberty Lobby, Manion Forum, National Economic Council, Dan Smoot Reports, and We, The People.

The Civic Responsibility Council has been conducting a five-minute daily radio program, "Spot-

GRAND LODGE DIRECTORY

Jesse Clark, President
2247 Lawrence Ave.
Chicago 25, Ill. 60625

C. J. Chamberlain, Sec'y-Treasurer
2247 Lawrence Ave.
Chicago, Ill. 60625

Vice Presidents

C. S. Chandler
3180 Hargrove Lane
Florissant, Missouri 63033

P. T. Drummond
2247 Lawrence Ave.
Chicago, Ill. 60625

Carl K. Fields
400 First Street, N.W.
Washington, D.C., 20001

T. H. Gregg
Mail Address: Box 528
Bristol, Tenn.
Telegraph Address:
Abingdon Highway
Bristol, Virginia

Gerald Orndorff
220 South State St.
Chicago, Ill. 60604

B. H. Steuerwald
Interstate Trust Building
1130 16th & Lawrence Streets
Denver, Colorado 80202

Grand Lodge Representatives

W. W. Altus
220 South State St.
Chicago, Ill. 60604

W. D. Best
2247 Lawrence Ave.
Chicago, Ill. 60625

M. B. Frye
2247 Lawrence Ave.
Chicago, Ill. 60625

W. B. O'Connell
400 First Street, N.W.
Washington, D.C., 20001

H. A. Stockdale
Apt. 3, 3895 Maplewood Ave.
Montreal 26, Que., Canada

Board of Trustees

Wm. H. Lewis, Chairman
513 E. Third St.
St. John, Kans.

C. R. Scott
15 Eleanor Gardens
Belleville, Ont., Canada

W. D. Wilson, Secretary
8 Andrew Place
Fair Lawn, New Jersey

Affiliated with AFL-CIO and Canadian Labor Congress

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

E. L. Abbott, Editor and Manager
2247 Lawrence Ave., Chicago, Ill. 60625

JANUARY, 1965

Vol. 46, No. 1

IN THIS ISSUE

More Money for Signalmen 3

How to Buy 4
By Sidney Margolius

News From Canada 5

Legislative News

Safety & Sanitation Rules into Effect in Okla. 7

Heart Fund Tops $30 Million in 64 8

NRAB Awards 9

Railroad News in Brief 12

Determine Your Rights Under FELA 13

Your Washington Reporter 14
By Albert Jenkins

Live a Little Longer 17
By Dr. William A. Sawyer

Widow's Annuities Under the RRA 17

AFL-CIO Program 18

Theory and Use of Test Equipment 19

Local Lodge News 24

Obituary 27

1

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.

ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

The Signalman's Journal is published monthly at 213 W. Madison St., Waterloo, Wis., by the Brotherhood of Railroad Signalmen. Entered as second class matter Oct. 13, 1939, at the post office at Mount Morris, Ill., under the Act of Aug. 24, 1912. Re-entered at Waterloo, Wis., Oct. 8, 1955. Accepted for mailing at the special rate of postage as provided in Paragragh 4, Section 34.40, Act of Feb. 28, 1925. Subscription $2.00 per year. Single copy 25 cents.

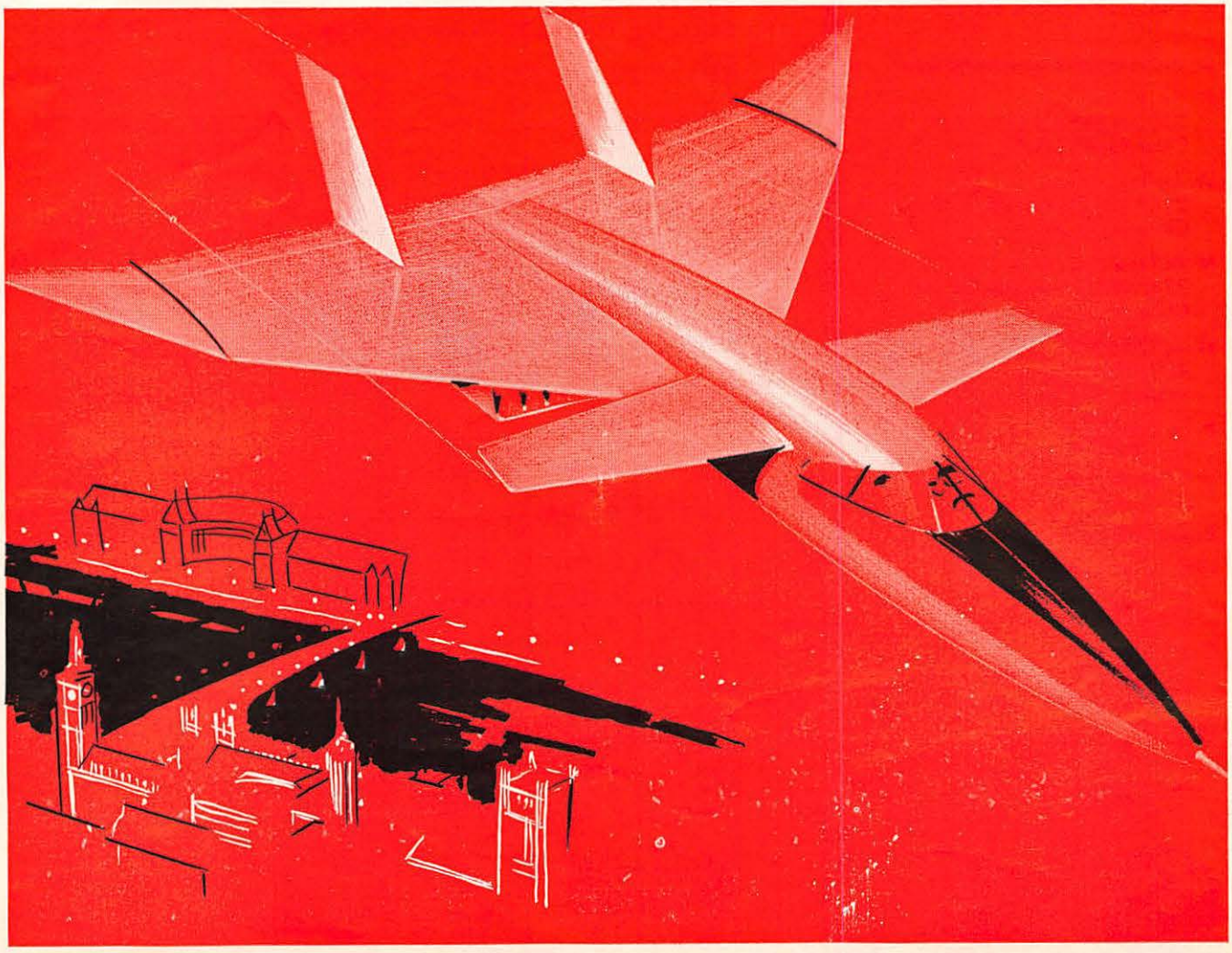
On drawing boards today and expected to be in the sky in the next few years, passenger planes designed for 2000 mph may not quite be commonplace for a few years more. But when they are—and have been for 30 or 40 years—the Kerite cable you specify today will still be working at peak efficiency. Basis for the prediction: Miles of Kerite cable in use today have already been in service 40, 50 years and even longer. And Kerite cables are better today than ever... thanks to Kerite's augmented research and engineering programs and the finest, most modern manufacturing methods. The best assurance of what a cable can do is what it has done. The name Kerite on a cable means lowest cost over the years. The Kerite Company, 30 Church Street, New York 7, New York.

Kerite

the cable that lasts . . . and lasts . . . and lasts

When 90 minutes to London has been "old stuff" for a generation...

Kerite cables installed today will still be working like new



Wage increases are not easily obtained. Here, Secretary-Treasurer C. J. Chamberlain, left, and President Jesse Clark, center, are shown as they negotiated increases for signal employes with J. E. "Doc" Wolfe, chairman of the National Railway Labor Conference.

More Money for Signalmen

AN UNDERSTANDING WAS reached December 29 in conferences between the railroads represented by the Eastern, Western and Southeastern Carriers' Conference Committees and the employes represented by our Brotherhood.

A letter, signed by the parties, extended the agreement reached on May 1 for a period of two years and provides for 10 cents an hour increase in all rates of pay for signalmen, signal maintainers, and all others occupying "generally recognized" mechanics' or higher rated positions. Those occupying positions in the assistant or helper classes will receive a 6 cent an hour increase. These increases were effective January 1.

It was further provided that similar increases of ten and six cents an hour will be granted effective January 1, 1966 and remain in effect until changed or modified in accordance with the provisions of the Railway Labor Act, as amended.

The agreement reached on May 1, 1964 provided for similar 10 and 6 cent an hour increases retroactive to January 1, 1964. Signalmen and others recognized as mechanics will receive a total of 30 cents an hour increase over the three year period covered by the agreement. Assistants and helpers will receive 18 cents an hour over the same period.

President Jesse Clark pointed out that we cannot serve any notice or proposal on a joint national or regional basis to change the rates of pay resulting from this understanding to become effective before January 1, 1967, however, it was agreed that pending notices or new proposals can be made to adjust individual rates of pay or change working conditions so long as they are not designed to achieve the effect of a joint national or regional move.

Carrier officers are shown in the photo, left, above, as they signed the letter of understanding extending the May 1 agreement and granting further wage increases to signalmen. They are, from left to right: J. E. "Doc" Wolfe, chairman, National Railway Labor Conference; E. H. Hallmann, chairman, Western Carriers' Conference Committee; W. S. Macgill, chairman, Southeastern Carriers' Conference Committee; and J. W. Oram, chairman, Eastern Carriers' Conference Committee.
President Jesse Clark, left in photo at right above, and Secretary-Treasurer C. J. Chamberlain are shown as they signed the letter of understanding for our Brotherhood.

HOW TO BUY

By SIDNEY MARGOLIUS, for The Signalman's Journal

HEALTH INSURANCE IS one of the most confusing purchases because of (1) the great variety of policies with no two exactly alike, and (2) the high-pressure methods some sellers use.

The mails are filled with insurance sales appeals, many based on seemingly-cheap offers to start your policy with only a dollar; sometimes even a dime. Other mail-order sellers even have been known to use stationery which looks as though the company has a connection with the Government or a non-profit group.

Moderate income families and older people especially tend to be tempted by such seemingly cheap or official sounding insurance plans. These groups need health insurance most but often have relatively little or no group coverage through employment, and little money to pay the much higher cost of individually bought policies.

The expected passage this coming year of Medicare, the bill to provide hospital insurance under Social Security, will solve part of the problem for people 65 or older. The present Administration proposal is to insure people 65 or older for hospital care, nursing home services, home nursing care, outpatient hospital diagnostic services over the first $20, and costs of medicines used in hospital or nursing home.

While this version of Medicare would not insure doctor bills or non-institutionalized drug expenses, it would provide for the largest single health expense older people usually encounter.

Younger families, of course, still would have to find their own insurance solutions. Too, even if Medicare is enacted, older people still need surgical and doctor insurance.

Before buying any health insurance, our advice is to first consult your union, co-op or other community organization to see what it can suggest. Many unions, co-ops and fraternal organizations have arrangements with companies to provide health insurance to supplement Blue Cross and other group plans, or can suggest suitable sources, sometimes those specializing in a particular occupation or locality.

Here is information on how to compare, and in some cases protect yourself against, insurance currently being heavily promoted by mail and other advertising:

Abstainer Plans: These are sometimes called "temperance" or "non-drinker" policies. Three companies currently appear most active in selling such policies: Pioneer Life Insurance Co., Rockford, Illinois; Abstainer Hospital Insurance Program, 233 Sansome St., San Francisco, California and Gold Star or Gold Medal Plan of Des Moss Associates, Valley Forge, Pa.

Abstainer plans have logical basis if they are sold by low-cost methods (without heavy advertising and other big selling expenses), and if backed by well-established companies licensed in your own state. Non-drinkers, or at least people who don't drink heavily, according to insurance-industry surveys, tend to be generally careful in all their habits. Several auto insurance companies such as Preferred Risk Mutual also accept only abstainers and offer them reduced rates. Some insurance industry experts say that abstainer health insurance is expected to increase in popularity.

The three abstainer health-insurance plans we have checked pay benefits of $100 a week while hospitalized, and $2000 for accidental death or dismemberment. But their rates and conditions differ.

Pioneer, which advertises in some church publications, is most selective. This plan, called the "American Temperance Hospitalization Policy," is limited to people who neither drink nor smoke. The rates are $38 a year for ages 19-64; $59 for 65 and over. This company is a small one, not licensed in all states.

The Abstainer Hospital Insurance Program, which has its home office in San Francisco, also directs much of its selling towards church groups. It only bars drinkers and does accept smokers. Its rates are $44 a year for ages 55-64; $66 for 65 and over. This plan is underwritten by the Vermont Accident Insurance Company, part of the Beneficial Standard Life Insurance Company Group of Los Angeles, which is licensed in most states.

The Gold Star or Gold Medal Plan of De Moss costs more than the other two plans. It advertises heavily in magazines such as the Reader's Digest, by mail and on radio. Rates are $72 a year for ages 50-69, and $96 for 70 and over. This plan is underwritten by several small companies. Like the Abstainer Hospital Insurance Program, Gold Star or Gold Medal does not bar smokers, but only drinkers.

In buying any insurance by mail, whether an abstainer or other type, make sure the company is licensed by your own state insurance department. If not, in the event of a dispute over a claim you may find that you can sue the company only in its home state. Moreover, you won't be able to ask your state insurance department to intercede in such a dispute because it has no control over a company it does not license. You can find out from your state insurance department, at your state capital, whether it has licensed a specific company.

As another check on reliability, you can find out from your local Better Business Bureau if it has had complaints against a company whose insurance you are considering.

Also make sure any such policies are guaranteed non-cancellable.

It also helps if the company has branch offices or company adjusters throughout the country to assist with serious claims.

"Government-like" Policies! Warnings have been issued by community agencies against policies which seem to resemble Government insurance.

The Physicians Mutual Insurance Company of Omaha has been making widespread mail-order solicitations. The New York State Insurance Department complains that the literature used "gives the misleading impression" that this firm's "veterans benefit" health insurance policy is government guaranteed and comparable to low-cost National Service Life ("G.I.") insurance.

The St. Louis Better Business Bureau reports that the Continental Fidelity Life Insurance Company and National Capital Life Insurance Companies of Phoenix, Arizona also have been using mail advertising which may seem to the unwary to indicate a Government affiliation.

news from Canada

Canadian General Committee Meets in Special Session

A special meeting of the Canadian General Grievance Committee was held November 4 at the Laurentien Hotel in Montreal, Que. to elect a member to be recommended to Grand Lodge for appointment as Grand Lodge Representative in Canada. This appointment was made in accordance with action taken by our Brotherhood's Convention during August providing for an additional Grand Lodge Representative in Canada.

Other subjects receiving consideration at the meeting included a dues increase to meet the $2 per capita tax increase to Grand Lodge passed by our Convention, and per diem allowance for local chairmen and trustees.

Brother H. A. Stockdale conducted the meeting. All General Committee members were present with the exception of Brother E. Urch who was represented by Brother R. Hodgson.

The Chairman stated that the per capita tax increase voted by the Convention required an increase of 66⅔ cents per month, and that there had been some thought among some of the Locals that the dues be increased above this with the excess to remain in the Locals.

Brother C. R. Scott recently received a letter from Mutual Life Assurance Company to the effect that the premium on our group insurance would remain as it is until October, 1965, but that if our death rate continued as it has been there is a strong possibility of an increase in the premium next October.

A motion was made and passed proposing that on January 1, 1965 dues be increased by $1 per month.

It was noted that in accordance with Convention action the Locals will pay $3.00 out of each initiation fee to Grand Lodge effective January 1, 1965, instead of $1.50 as at present. The individual Locals have the right to set their initiation fees between the minimum of $5.00 and maximum of $50.00.

Following a brief break for lunch the floor was opened for discussion on a proposal concerning a per diem allowance on General Committee business. Following considerable discussion the following action was taken: a motion that any Brother on General Committee work should be paid the highest Canadian schedule rate was amended to provide that he be paid for actual wages lost plus $25 daily while away from home or $12.50 daily while at home. The motion was passed as amended.

The Chairman pointed out that it was the intention that the per diem allowance would cover all expenses except that when a man is required to pay rail fare, not including sleeping or parlor car accommodation, the amount of rail fare would be paid from the General Fund in addition to the per diem allowance. This was accepted without objection. Receipts for rail fare should accompany expense accounts.

A motion was made and passed providing that no brother will be paid wages from the General Committee fund when he has already been paid by the Railway for that day, except that wages will be paid for time worked or travelled on union business on days off or on vacation.

Although the first order of business on the second day was to have been the election of officers, it was decided that additional discussion should be held on the new G.L.R. position before the election took place, particularly as to the location of the new position. It had been pointed out that this is to be a combined position of General Chairman and Grand Lodge Representative paid entirely by Grand Lodge and would come under the direction of the President and the Grand Executive Council. President Clark had stated that in his view the position should be located not east of Winnipeg.

The Chair called for nominations for the man to be recommended to the Grand Executive Council as the additional Grand Lodge Representative. After all ballots were counted Brother Cotton was declared elected.

The Chair called for nominations for General Chairman to replace Brother Cotton. Brother Scott was elected to the position.

The Chair then called for nominations for the position of General Secretary-Treasurer to replace Scott. After nominations, ballots were cast and Brother Pellow was declared elected.

The Chair called for nominations for Trustee to replace Brother Pellow and following the nominations ballots were cast electing Brother Galipeau.

Brother A. L. Gregory was elected assistant general chairman, C. N. R. West, replacing Brother G. A. Robertson.

A motion was made and passed providing that actual moving expenses of Brothers Cotton and Scott be paid from General Committee funds. Motion carried.

The committee proposed that the headquarters of Brother Cotton be in Winnipeg.

Rule 1(b) of the General Committee By-Laws was revised to read: "The General Secretary-Treasurer shall be allowed actual wages lost plus necessary expenses incurred on business pertaining to the General Committee while at home, plus a supplemental expense allowance of $75 per month. He will be allowed actual wages lost plus $25 per day

while away from home on General Committee business."

The Chairman informed the meeting of the proposed Canada Pension Plan and advised that the general chairmen of the railway unions are trying to have the Canada Pension Plan made supplemental to the present Railway plans, whereas there are indications that the Railway will endeavor to integrate the two plans.

Following some discussion, it was moved that Brother Stockdale continue his efforts to have the Canada Pension Plan made supplemental to the Railway pension plans. The motion carried.

The Chairman briefly discussed the Labour Code proposed in a Bill by the Government. This Bill would give our members two weeks vacation after one year, and, as amended after it was submitted to Parliament, one additional holiday, Remembrance Day, but it also made it necessary for us to clear the 205⅓ hour basis of payment with the Government in order for us to retain that method of payment. The mileage basis of payment for the running trades is also involved and the National Legislative Committee and the Negotiating Committee are preparing to discuss this with the Minister of Labour. C. R. SCOTT

Safety and Health Legislation in 1964

Four provinces passed safety and health legislation at the 1964 sessions of the Legislatures.

Ontario enacted the Industrial Safety Act, 1964, a thorough revision and updating of its factory legislation.

New Brunswick also revised and replaced its Industrial Safety Act, extending its application to all workplaces within the jurisdiction of the province except private homes and mining operations.

British Columbia relaxed operational requirements for low-pressure boilers in an amendment to the Boiler and Pressure Vessel Act.

Saskatchewan made minor amendments to the Electrical Inspection and Licensing Act.

Anti-Discrimination Legislation in Canada

Since the celebration of the 15th Anniversary of the Universal Declaration of Human Rights in 1963, both Houses of Parliament have adopted resolutions approving Convention 111 concerning discrimination in employment and occupation which was adopted by the International Labour Conference in June 1958.

During the past year also, several other jurisdictions in Canada have taken positive steps to guarantee the rights set forth in the Universal Declaration of Human Rights by enacting anti-discrimination legislation prohibiting discrimination based for the most part on race, national origin, colour or religion.

In Quebec, an Act was passed that forbids discrimination in employment and in trade union membership on grounds of race, colour, sex, religion, national extraction or social origin.

The Council of the Yukon Territory adopted a Fair Practices Ordinance prohibiting discrimination in regard to employment trade union membership and accommodation.

The British Columbia Fair Employment Practices Act was amended to include age discrimination among the prohibited employment practices, making British Columbia the first jurisdiction in Canada to adopt this type of anti-discrimination provision.

In Newfoundland, a Bill that would have banned discrimination in employment and in trade union membership was given first reading.

Job Re-design for Older Workers

"For many years industrial psychologists have recognized two ways of increasing the efficiency of man at work," writes Dr. Stephen Griew of the University of Otago, New Zealand, in a recent publication, Job Re-design, commissioned by the Organization for Economic Co-operation and Development.

"The first, which is often termed 'fitting the man to the job,' involves the selection of workers for jobs which best suit their capacities, attainments and interests, and training them to work efficiently, economically and safely.

"The second, essentially complementary to the first, involves 'fitting the job to the man' by applying carefully collected data on human performance and capacity to the design of equipment and organization of work. The object of this second method, which is now usually called 'ergonomics,' is to reduce the stresses and strains on the worker to a minimum."

The science of ergonomics has been applied extensively in Western Europe for a number of years, but has not been used to any large extent in North America. The practice in North America has been for enlightened employers to transfer workers to more suitable jobs as their capabilities change with age. But a transfer to more suitable work, when skills have become obsolescent or physical capacity has diminished, will sometimes cause a reduction in wages; and the number of jobs available for such workers is decreasing as a result of technological advances.

The application of ergonomics in a plant is of advantage to all workers, not only the older ones. The elimination of stress-causing factors makes it possible for a worker to remain at a job for a longer time. In addition, it can make available to older workers jobs not previously considered open to them.

Quite large benefits may often be obtained from making simple and inexpensive modifications, for instance, a reduction in the cost of labour turnover, including the training of new workers, in absences due to sickness, fewer rejections, and increased productivity.

Don't Sweat it Out, Purchase a Yearly Card

Yearly Cards Available Until March 31

You can't lose if you purchase a Yearly Card because dues paid in advance will be returned if the member becomes eligible for refund due to sickness, furlough, or termination of service. Send for yours now. Dues for the first quarter must be paid on or before January 31.

Oklahoma Corporation Commission Releases Safety and Sanitation Rules

HOUSE BILL NO. 832, PASSED by the 29th Legislature, authorized the Oklahoma Corporation Commission to promulgate and enforce reasonable rules and regulations relating to safety, sanitation and adequate shelter for employes of the railroads operating within the State of Oklahoma.

The Commission recently ordered that 8 rules contained in their Safety and Sanitation order of September 16 be adopted. These rules were carefully studied by the Commission's staff, and representatives of both Labor and Management before their adoption.

Rule 1, Application — The following rules shall apply to all railroad corporations, as defined by the laws of the State of Oklahoma, and to all persons employed by such corporations and performing work in the State of Oklahoma, except in cases where the Commission shall otherwise order.

Rule 2, Responsibility — Every company to which this order applies shall cause to be provided and maintained for its employes the sanitation and shelter specified and required by this order, or any subsequent orders or amendments thereto, issued by the Commission.

Rule 3, Definitions — This rule spelled out the meaning of terms used throughout the order.

Rule 4, Facilities — The general requirements covering drinking water were enumerated as follows:

- Where water is supplied by the railroad for cooking or drinking purposes under these regulations, it shall, where available, be from a public supply under the jurisdiction of the State Department of Health. Water from a private supply shall meet the standards of the State Department of Health.
- An adequate supply of drinking water shall be made available to all employes as herein provided.
- When necessary, suitable, sanitary drinking water containers shall be available, conveniently placed for the use of employes, but not in toilet rooms. Each container shall be equipped with a sanitary fountain, faucet, or other dispenser.
- All containers used to furnish drinking water shall be thoroughly cleansed as often as is necessary to assure a sanitary and palatable drinking water supply.
- The common drinking cup is prohibited. Either single service containers or drinking fountains with sanitary angle head shall be used in lieu thereof.

Rule 4.2 — Drinking water containers must be provided on running facilities and drinking water shall be available for use on all locomotives, in baggage and express cars (when employes are required to work enroute), unless other facility is reasonably available, cabooses (except used in yard service), and camp cars, unless another facility is reasonably available. At stationary facilities drinking water must be made available if employes are on duty regularly for periods of time long enough to make such facility reasonably necessary. This provision affects terminals, yard offices, stations where a public water supply is locally available, shop and engine houses, signal or section headquarters in terminals and all bunk or section houses, lunch rooms operated by railroad on railroad property, and for camp cars, unless other facilities are reasonably available.

Toilet Facilities

Rule 4.3, Toilets—This explained the types of equipment to be installed where running water and sewer or septic tank connections are available and where chemical toilets or gas or electric incinerator type toilets may be used. It also specified how toilet facilities must be maintained.

In Rule 4.4 the Commission declared that no toilet room shall have direct communication with any room in which meals are taken, unless separated by a self-closing door, maintained in operating condition. Separate toilet facilities must be provided for each sex, whenever practicable, and each toilet room shall be plainly marked as such. The rooms must be adequately ventilated, provided with adequate lighting and kept adequately heated. Ventilators and other openings must be screened and the room kept free of insects and vermin, insofar as possible.

Adequate toilet facilities, conveniently located, must be provided for all employes and for each sex, whenever practicable. Such facilities shall be maintained in a usable and sanitary condition at all times. A formula was worked out by the Commission to determine the proper number of facilities required. This rule also calls for adequate toilet supplies.

Rule 4.6 provided that toilets must be furnished for running and stationary facilities at all locations listed in Rule 4.2.

Washing Facilities

Rule 4.7, Specifications for Washing facilities—This rule declared that adequate facilities for maintaining personal cleanliness must be provided for all employes. This equipment must be maintained in a sanitary condition and be located for convenient access by the employes. A formula worked out by the Commission for determining adequate washing facilities was set forth in Rule 4.9 basing the number of facilities on the number of persons served.

Rule 4.10 provided that washing facilities for both running and stationary locations be available at all places listed in Rule 4.2. In addition, it called for supplies at these locations to be maintained by the employer and to be adequate to meet the needs for which they are intended.

According to Rule 4.11, showers shall be required in all such facilities (including camp cars), and shall be in conjunction with adequate and necessary lockers or dressing room facilities. The Commission pointed out that showers are necessary to protect employes who are exposed to poisonous, infectious or irritating material or to excessive dirt, heat, fumes or vapors, or other materials or substances injurious to health.

The rule cited specifications for shower equipment, locker rooms, lockers, dressing rooms, bunk rooms, and dormitories.

Adequate ventilation and heating facilities along with lighting must be provided for bunk rooms, camp cars, and dormitories. Bunk rooms or dormitories shall be of such area to provide at least 50 square feet of floor space for each person, with a ceiling height of not less than 7 feet, except where double bunks are used, at least 30 square feet of floor space shall be provided for each person. Existing facilities were excepted from this provision. Where

beds, bunks or cots are provided, they shall be equipped with proper mattresses.

Where camp cars, house trailers, pullman or passenger cars are furnished for sleeping purposes, the Commission may designate the number of men to be housed in each car. In no event shall such number be designated, which will result in exceeding the requirements per man, as shown above, unless the Commission specifically determines that such lesser space shall not be detrimental to the health, safety, and welfare of the employes.

Rule 5 provides that when an employe works regularly at a location (other than a repair track), where shelter is not otherwise available, it shall be provided, if requested by such employe and if deemed necessary by the Commission.

Rule 6 spells out that:

- When a lunch room is provided by the Company, it shall be adequately ventilated, reasonably heated, properly screened, equipped with the necessary covered receptacles for the disposal of waste matter and shall be kept clean and in good repair.
- When kitchen cars or other camp facilities for heated meals are furnished by the Company they shall be provided with adequate equipment for cooking and refrigeration.
- In lunch rooms where food is served by the Company for employes, the food, equipment and facilities shall be subject to the same inspection and regulation as is required in public eating places, generally consistent with the rules and regulations of the State Board of Health pertaining to public food establishments.
- Employes and workers handling and serving food in the lunch rooms described above shall be subject generally to those rules and regulations of the State Board of Health, which are necessary to the handling of food.

Concessionaire facilities provided by the Company in lieu of direct Company operations shall comply with the regulations of this order, with respect to adequate space, adequate food handling facilities and cleanliness, the Commission said.

Rule 7 set forth safety and sanitary conditions for cabooses and generally provided that they be maintained in a clean and sanitary condition.

Cleanliness and maintenance were the subject of Rule 8. The Commission pointed out that frequency of regular and thorough cleaning will be determined in each case by the amount of traffic; and in all instances, the frequency of cleaning shall be adequate. Toilet and washrooms shall not be used for storage. Fixtures are to be maintained in proper working order at all times. Floors shall be maintained in a clean and, so far as practicable, dry condition at all times. When wet processes are used, drainage shall be maintained and false floors, platforms, mats or other dry standing places shall be provided, whenever practicable.

It was pointed out that the provision of these rules shall only apply to facilities and equipment being used for the rendition of transportation service to the public and shall not apply to stations and other facilities which are legally closed and not being maintained and operated. The Commission declared that "the present facilities shall be deemed adequate unless upon complaint they shall find otherwise."

Representative Ralph Watkins who authored the bill passed by the Legislature to promulgate these rules is also General Chairman on the Chicago, Rock Island and Pacific, and is one of our Brotherhood's legislative representatives.

Brother Watkins has worked for a number of years to obtain this legislation and worked closely with the Corporation Commission in preparing these rules for adoption.

1964 Heart Fund Tops $30 Million, $2¼ Million More Than in '63

AN ALL-TIME RECORD high of $30,121,526 was contributed by the public to the Heart Fund in 1964, marking the first time the campaign has topped the $30 million mark, the American Heart Association announced today. The total represents an increase of $2,221,143 over amounts received in 1963, the largest gain in several years.

The campaign was conducted nationwide by the Association and its affiliates last February, proclaimed by President Johnson as "American Heart Month." Public support of the Heart Fund, makes possible the Association's programs of research, public and professional education and community service.

Mr. Rathbone, Board Chairman, termed the record contributions an overwhelming vote of confidence by the American people in the Association's efforts to combat cardiovascular diseases as the leading threat to our nation's health.

"In the 15 years since the first Heart Fund campaign, the overall cardiovascular death rate has declined more than 6 percent among men in the 45 to 64 age bracket. During these years, 100 million Heart Fund dollars have been channeled into research which has saved thousands of other lives. Many more millions of dollars have been invested by the Association in bringing the results of productive research to the nation's physicians for the benefit of their patients," he said.

"Through its generous support this year, the public has renewed its mandate that the Association continue as an independent voluntary health agency to seek the causes and cures for heart and circulatory diseases which are responsible for more deaths annually than all other causes combined," Mr. Rathbone concluded.

About $10,000,000 of the 1964 Heart Fund total was contributed on Heart Sunday, February 23, when approximately 2,000,000 Heart Volunteers visited their neighbors to distribute educational material and accept donations.

Eight of the Association's 55 affiliates surpassed the $1 million mark in 1964. Included were California, which led the list with $4,282,660; Ohio, $1,814,203; New York State, $1,752,032; New York City, $1,685,373; Pennsylvania, $1,435,859; New Jersey, $1,352,717; Chicago, $1,280,113 and Massachusetts, $1,140,193.

The 1965 Heart Fund campaign will be conducted next February. Heart Sunday will be observed nationally on February 21.

National Railroad Adjustment Board Awards

Award Number 12949
BofRS vs. Illinois Central

Claim: The carrier violated the current signalmen's agreement when on June 19, 1959, it assigned a group of signal maintainers and a testman to perform signal construction work at Decatur, Illinois, specifically that of moving a flasher signal at Eldorado Street.

(b) The carrier now be required to compensate listed signal employes for 8 hours straight time each and one hour overtime each as a result of the violation cited.

Opinion of the Board: The claim arose because Carrier used 3 signal maintainers and a testman to move a highway crossing signal instead of a signal gang. A drag line operator was also used to assist in the work.

This Board has previously held that the classification rules of this Agreement do not mean that the work of each classification will be restricted to the employes of the class. Award 12501 (Wolf). Since then, the Agreement has been amended by the addition of the following to Rule 107:

"Note: Employes covered by Rules 106 and 107 may be used interchangeably to fill out their time in a day's work."

The Organization contends that this note is an exception and implies that no other Employes may interchange work. We do not so construe it. If the parties had intended it so, they could have said as much. Since they did not, we can take the not only to mean the extent to which they agreed. Everything else must be deemed unchanged.

The note, moreover, is not an exception, but, rather, a clarification. It does not restrict the provisions of the rule. If the parties had wished to grant an exclusive right over certain work to each class, they could have said so. They did not say, "No other employes may be used interchangeably."

It is also curious that the parties resorted to a "note" rather than making the text an integral part of the rules. The resort to a note can only mean that the parties regarded its text as of secondary importance, a making more explicit of something already said or implied.

Carrier, however, did concede that all the work done was signal work. Accordingly, no one other than those employes covered by the Agreement should have been used. The use of a drag line operator was a violation of the Agreement. Carrier's offer to pay one hour penalty time to any Claimant named by Employes' General Chairman must be deemed an admission that it had violated the Agreement. In its reply Carrier tried to minimize this concession by asserting that drag line operators are frequently used to assist signalmen. This was mere assertion and not proof. The Organization is entitled to damages of one hour's pay as offered by the Carrier.

Findings: That the carrier violated the agreement.
Award: Claim sustained to extent indicated in opinion.

Award Number 12986
BofRS vs. Texas & Pacific

Claim: On behalf of V. H. Long for restoration to his former position as Signal Maintainer at Melville, Louisiana, and compensation for all time lost, with seniority and all other rights unimpaired.

Opinion of Board: Under date of January 31, 1963, Carrier advised Claimant, who held position as Signal Maintainer at Melville, Louisiana, that he was "charged with responsibility for failure to properly protect your assignment, being absent without permission, while working as signal maintainer Monday, January 28, 1963." Pursuant to notice and in compliance with the Agreement, investigation was held on February 12, 1963, the transcript of which is included in the record.

At the investigation Claimant testified that he had been properly notified of the investigation. The transcript supports the conclusion that Claimant was given a fair hearing. Therefore, the only issues before this Board are whether: (1) Claimant was guilty as charged; and (2) the disciplinary action imposed, if the holding as to (1) is affirmative, was fair, just, equitable—otherwise stated, was it reasonable?

There is no dispute as to the material and relevant facts.

Claimant, at the time of the incident, had been in Carrier's service for about 30 years. The position which he held was monthly rated with regularly assigned hours from 8:00 a.m. to 5:00 p.m. Melville was the headquarters or home station of the position. For some time prior to the incident, when Claimant was in Melville, he would absent himself from Carrier's property during his regularly assigned working hours. By arrangement with the Agent, if Claimant did not notify the Agent that he would be elsewhere than Melville during his absences from the property, the Agent would understand he was in Melville. Melville being a town with a population of about 500, the Agent would track down Claimant if there was need for his presence on the property.

The incident which gave rise to this Claim occurred on January 28, 1963. Claimant had previous knowledge that on that date the Signal Supervisor and Signal Inspector would be in Melville to fix a water purifier to make battery water. Notwithstanding this knowledge Claimant absented himself from the property starting at about 11 a.m. The two Supervisors arrived at Melville at about 1 p.m. and upon inquiry to the Agent were informed that Claimant was not on the property but was probably at his home or elsewhere in Melville and could be located by telephone. The Supervisors declined to seek out or have the Agent seek out Claimant. At about 3 p.m., at which time the Supervisors were in the town of Melville, getting a cup of coffee, Claimant drove his automobile alongside that of the Supervisors' and then proceeded to accompany them back to the property with the objective of testing the water purifier. For his failure to be on the property during his regularly assigned working hours between 11 a.m. and 3 p.m. on January 28, 1963, Claimant was charged as set forth above.

Claimant's defense is: (1) it had long been the practice for Claimant to absent himself from the property during regularly assigned working hours subject to call from the Agent; (2) since he was a monthly rated employe subject to call at any hour during his regularly scheduled workweek, he was not required to be on the property during the bulletined regularly assigned working hours of his position except to the extent his services were required.

A reading of the Agreement fails to support the defense.

The Agreement makes clear that it was the obligation of Claimant to be on the property with his whereabouts known during his regularly scheduled working hours, except for absence by permission; also,

that he was obligated to hold himself reasonably available for call during off-duty hours. These obligations could not and cannot be evaded by arrangements made between employes and a history of working according to such arrangements. Contractual obligations can be divested only by termination or amendment of the contract. We find, therefore, that Claimant in leaving the property was guilty as charged.

Certain mitigating circumstances must be weighed in considering whether the penalty assessed—discharged from the service on February 19, 1963—was excessive. These are: (1) Claimant's long years of service; (2) Claimant's mistaken belief that because of the long continuing arrangement between him and the Agent, the arrangement satisfied both the Carrier and the provisions of the Agreement. We must also weigh the fact that Carrier offered Claimant reinstatement on December 3, 1963 to become effective on December 16, 1963.

Weighing the factors in the paragraph immediately above, we find that the penalty assessed—discharge from service — was excessive. We find, also that Claimant, being guilty as charged, by refusing to accept offered reinstatement on December 16, 1963, acted at his peril.

In our Award we will provide that: (1) Carrier offer Claimant reinstatement without impairment of his seniority and other rights vested by the Agreement; (2) Carrier make Claimant whole for any loss of wages he suffered in the period from February 19, 1963, to December 16, 1963, less any earnings in that period from employment or self-employment; (3) Claimant shall not be made whole for any loss of wages in the period from December 16, 1963 to the date he is offered reinstatement.

Findings: That the penalty assessed by Carrier against Claimant was excessive within the contemplation of the Agreement and should be reduced as set forth in the Opinion.

Award: Claim is sustained in part and denied in part as follows:

1. Carrier shall offer Claimant V. H. Long reinstatement without impairment of his seniority or other rights vested by the Agreement;

2. Carrier shall make Claimant whole for any loss of wages he suffered in the period from February 19, 1963, to December 16, 1963, less any earnings Claimant had in that period from other employment including self-employment; and

3. Carrier shall not make Claimant whole for any loss of wages he may have suffered in the period from December 16, 1963, to the date he is offered reinstatement by Carrier in compliance with 1, above.

Award Number 13029
BofRS vs. Alton & Southern

Claim: (a) The Carrier violated the current Signalmen's Agreement, as amended, particularly the Scope, when it required a Maintenance of Way employe, who holds no seniority or other rights under the Signalmen's Agreement, to perform generally recognized signal work of oiling signal equipment (pipe-connected derails) on August 14, 21, September 4, 11, 18, 25, and October 2, 1959.

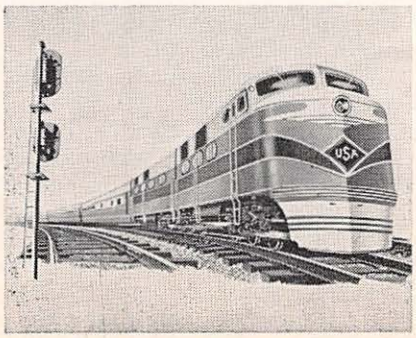
(b) The Carrier should now be required to compensate Mr. Leland C. Goldschmidt for two hours and forty minutes at the Assistant Signalman rate of pay ($2.44 per hour) for each day listed in paragraph (a) above.

Opinion of the Board: It is the contention of Claimant Leland C. Goldschmidt, an Assistant Signalman, that prior to the time this dispute arose, the oiling of pipe-connected derail installations was usually performed by Claimant as the oiling of these derails had been done by other signal employes on periodic maintenance checks; that sometime in April, on April 21, 1959, precisely, a Maintenance of Way track walker began oiling the detrails in question, and a claim was presented.

The claim was denied by the Signal Supervisor who asserted that the work of oiling derails had for many years been performed by both employes of the Maintenance of Way Department and the Signal Department and that this work was not exclusively reserved by agreement or practice to either craft.

The Scope Rule of the Agreement provides, in part, as follows:

"This agreement covers rates of pay and working conditions of all employes in the Signal Department below the rank of Signal Supervisor, except clerical forces, performing work generally recognized as signal work."



In Carrier's Submission we find this statement:

"The work of installing the pipeline-connected derail systems was performed by the Signal Department employes, and the work of adjusting and repairing the systems has been performed by these employes exclusively since the installations were completed."

Claimant urges quite logically that, if it is signal work to install, adjust and repair these derail systems, it is also signal work to oil them and that the work of a class is made up of many small items of work.

Carrier maintains that the oiling of these systems is not skilled labor and as Carrier has indicated was not exclusively reserved by agreement or practice to either craft.

In a letter of October 13, 1959, addressed by the Assistant General Manager to the Local Chairman we find this statement:

". . . we have made inquiry of several railroads (sic) as to who oils and cleans pipeline derails and find that there is no uniformity among the railroads we talked to in the assignment of this work. On some roads the section men take care of oiling and cleaning the pipeline derails, on others the Signal Department handles this work, and on still others the work is performed by both crafts. We cannot, therefore, say that this work is 'generally recognized as signal work.' "

On January 28, 1960, in a letter between the same parties constituting a final declination of the claims we note the following:

"The work of oiling pipeline-connected derails is not generally recognized throughout the railroad industry as Signal Department work. It is not the exclusive work of either the Signal Department or the Maintenance of Way Department and may be performed by either department or by both. Consequently, your claims are declined."

It would appear from this statement and the preceding one that there are different practices on different railroad systems as to whom this work belongs. Therefore, this instant dispute must be resolved by what has happened on this property.

This Board has held many times that work reserved to the employes is that which has been traditionally and customarily performed by them. The Organization has the burden of proving that such employes have exclusively performed such work.

If we simply had here a mere assertion by the Claimant that this work in the past had been performed ex-

clusively by Signal Department workers and nothing more and a denial by the Carrier of such a practice we would necessarily have to resolve this dispute in favor of the Carrier. However, in this record we have something beyond a mere assertion that this work was customarily and traditionally performed exclusively by Signal Department employes.

On December 1, 1959, three Signalmen, employes of the Carrier prepared positive statement of fact, in writing, that they had installed pipeline-connected derail assemblies and that they had subsequently "oiled pipeline-connected derails on periodic maintenance checks" or "consistently and periodically cleaned and oiled pipeline connected derails" and each of them stated that he had "never observed or had knowledge of any Maintenance Forces performing this work until a recent arrangement in April of this year permitting them to do so." These three letters, Exhibit 1 in Claimant's Submission, were presented to the Carrier on December 1, 1959, and were not subsequently controverted by the Carrier on the property.

Though in their statements these Signalmen did not use the exact words that the *oiling* of *pipeline-connected derails had been exclusively reserved to Signal Department employes on this property,* such statements did contain sufficient adequate factual data to properly form the basis for a finding that this had in fact been the practice on this property.

These letters were presented to the Carrier on December 1, 1959, but were not controverted on the property. It is significant that in the final letter of declination on January 28, 1960, a portion of which has been heretofore cited such declination was based on the proposition "that this work is not generally recognized throughout the industry as Signal Department work."

It was not until after October 26, 1960, when Claimant had served a notice of submission to this Board on Carrier, that the Carrier on November 21, 1960, prepared statements controverting those offered by the Claimant on the property on December 1, 1959, while the claim was being progressed.

These statements cited by Carrier and attached to its submissions have been disregarded by this Board as it appears that they were not first presented or known to the Petitioner on the property, this being in accord with our rule of procedure outlined in Board Circular No. 1, the objection of the Claimant having been timely made. See Award 8068 — Beatty; Award 10985—Hall.

For the foregoing reasons we must conclude that Claimant has established by the burden of proof as required by this Board that the work involved belonged exclusively to the Signal Department on this property.

Findings: That the Agreement has been violated.

Award: Claim sustained.

Award Number 13030
BofRS vs. Alton & Southern

Claim: (a) The Carrier violated the current Signalmen's Agreement, as amended, particularly the Scope, when it required a Maintenance of Way employe, who holds no seniority or other rights under the Signalmen's Agreement, to perform generally recognized signal work of oiling signal equipment (pipe-connected derails) on October 9, 16, 23, 30, November 13 and 20, 1959.

(b) The Carrier should now be required to compensate Mr. Leland C. Goldschmidt for two hours and forty minutes at the Assistant Signalman rate of pay ($2.44 per hour during October, $2.47 per hour after November 1) for each day listed in paragraph (a) above.

Opinion of the Board: This is a companion case to Award No. 13029 in which the same parties are involved and identically the same issues were presented and discussed.

As the entire matter presented here is thoroughly discussed in that award and because of the conclusion arrived at there we have no other alternative than to find Claimant is entitled to a sustaining award.

Findings: That the Agreement has been violated.

Award: Claim sustained.

Award Number 13036
BofRS vs. A.T. & S.F.

Claim: (a) Carrier violated and continues to violate Section 6(b) of Article I and Section 1 of Article V of the current Signalmen's Agreement when it failed to apply the C.T.C. Signal Maintainer's rate to the Strong City territory, now held by Signal Maintainer R. A. Mitchell, with the effective date of the change.

(b) Signal Maintainer R. A. Mitchell be paid the C.T.C. Signal Maintainer's rate of pay commencing with July 23, 1959.

Opinion of the Board: The question in this dispute is whether Claimant is entitled to the C.T.C. Signal Maintainer's rate under the provisions of Article I, Section 6(b) of the Agreement, as a result of changes made by the Carrier on his signal section.

On July 23, 1959 the Carrier, in order to eliminate the crossing over of Strong City, Kansas, District trains from the eastward to the westward main track and vice-versa at Neva, Kansas, made certain changes in the track and interlocking facilities at Neva to provide traffic reversal on the north or westward main track between Neva and Strong City, a distance of 4.1 miles. At the same time, the small code control machine located in the depot of Strong City, which was operated by telegraph service employes, and which controlled the interlockings at Neva and Strong City was taken out of service, and in lieu thereof another small code control machine was installed in the dispatcher's office at Newton, Kansas, adjacent to the Fourth District code control machine. The switches and signals controlled by this substitute machine are operated by the dispatchers at Newton. This same code control machine also controls similar interlockings at Florence and Ellinor, Kansas.

There is no dispute that the Fourth District code control machine between Ellinor and Wellington, which is also operated by the dispatcher at Newton, is part of the traffic control system between those points. The dispute is whether the code control machine to control the signals at Neva, which is operated by the same dispatcher at Newton, is or is not a part of this traffic control system, thereby determining whether the Claimant is entitled to the CTC Signal Maintainer's rate of pay.

The employes contend that the code control machine controlling the signals at Neva is part of the traffic control system because the code wire circuits for the two machines are the same and are carried in the pole line which the Claimant maintains across his entire territory. Further, the employes contend that notwithstanding the territory having been designated by the Carrier as Automatic Block system and Automatic Train Stop territory, trains are actually operated in either direction by signal indication and without superiority and without requiring the use of train orders, thereby making the installation a continuous CTC installation extending between Neva and Strong City. The employes conclude that the Neva to Strong City installation is no longer a segregated remote control installation as it was when telegraphers were operating the machine, but is part of the traffic control appartus under the control of the dispatcher at Newton since the dispatcher now operates all of the coding machines involved in this dis-

pute using the same power source and the same code lines.

The Carrier contends that the code control machine controlling the signals at Neva is not part of the traffic control system, but instead is an individual segregated remote control installation falling within the exception of Article I, Section 6(b) of the Signalmen's Agreement. In support of its contention, the Carrier notes that operating rules applicable to CTC territory are not in effect and the applicable timetable does not designate the territory involved, or any part of it, as CTC territory, but does designate it entirely as Automatic Block System and Automatic Train Stop territory. The Carrier concludes in this respect that to be CTC territory it would have to be so designated in the Carrier's timetables. Explaining the use of common code circuit wires, the Carrier states rather than string additional wires from Strong City to Newton to connect the dispatcher's office with the segregated remote control installations at Neva and Strong City, it connected with and superimposed on the existing code line, an independent coding system controlling only First District segregated remote control installations covering interlockings at Florence, Neva, Strong City and Ellinor. From this the Carrier concludes that the independent coding system is neither related to the Fourth District CTC, nor can it be considered as being in any way a part of the the Fourth District CTC.

On balance, we think the employes make the stronger case and the claim should be sustained.

Each side refers to a series of awards by Referee Johnson (Awards 9060-9066 as having direct bearing on this dispute, the employes relying on the sustaining Award in 9066 and the Carrier relying on a denial Award 9062. Each side contends that the circumstances in the case which it cites are identical with those in this case and should therefore be controlling.

We do not think either of those cases is identical with this one and therefore cannot be controlling, although each of those cases, and the others decided by that referee are very helpful in that they provide considered, authoritative precedent for this dispute. For instance, in Award 9066, the claim was sustained even though the Carrier had not designated the signal territory in dispute as CTC territory. This, of course, establishes precedent against Carrier's contention that to be CTC territory it would have to be so designated in the Carrier's timetable. On the other hand, Award 9062 establishes that the character of the installation does not change with the simple substitution of dispatcher control in one central place for individual control by other employes, thereby establishing precedent against the employes contention that consolidation of control under a dispatcher constitutes a traffic control system.

We decide this case in favor of the employes, and distinguish it from the other awards cited because in the Neva-Strong City area block signals, controlled by the dispatcher at Newton, superseded the superiority of trains on the westward main track. This fact, coupled with the precedent in Award 9066 that the designation of the territory by the Carrier is not controlling, indicate that a traffic control rather than Automatic Block System operated in this territory.

More importantly, it is undisputed that the Claimant Signal Maintainer maintains the code wire circuits for the two machines in the dispatcher's office, even though the codes are superimposed one upon the other, because they are carried on the same pole line in his territory. Since the specific dispute here concerns the work of the Signal Maintainer it must be concluded that if he works on code wire circuits, one of which is in the traffic control system, he comes within the ambit of Article I, Section 6(b) which prescribes CTC Signal Maintainer rates of pay if he works on all **or a part** of a continuous CTC installation.

Finally, we think the Carrier treats too lightly the action of the Interstate Commerce Commission in authorizing the changes requested by the Carrier. Although the Carrier in its application for such changes did not refer to the installation of a traffic control system, the fact that the ICC construed the changes to be the "installation of traffic control system . . . in lieu of present automatic block signal" cannot be disregarded. Since this commission has statutory authority to authorize these changes and considers many different applications for such changes, its characterization of the changes **It Authorizes** must be given presumptive validity.

Findings: That the Agreement was violated.

Award: Claim sustained.

Railroad NEWS IN BRIEF

THE BALTIMORE & OHIO Railroad has placed a $29,000 contract with General Railway Signal Company, a unit of General Signal Corporation, for TRAKODE,® a system using the rails instead of line wires to control signals in Centralized Traffic Control territories. It will be used along B&O's territory from Eidenau to Butler, Penn.

Other recent contracts include Wheel Thermo-Scanner Units from the Erie-Lackawanna Railroad Company, and the Gulf, Mobile & Ohio Railroad Company.

THE FLORIDA EAST COAST Railway Company has ordered four Wheel Thermo-Scanner Units from General Railway Signal Company, a unit of General Signal Corporation. The contract is for about $49,000.

The units, which are used to detect overheated journals, will be installed at Port Orange, Sharpes, Oak Hill, and Lake Harbor Branch, Florida.

THE NORTHERN PACIFIC Railway has ordered three Type F4 weight-responsive retarders with hydraulic control from General Railway Signal Company, a unit of General Signal Corporation.

The retarders will be used to control car handling at Northern Pacific's Pasco Yard.

PULLMAN - STANDARD, DIVIsion of Pullman, Inc., has ordered four sets of continuous inductive train control and cab signals from General Railway Signal Company, a unit of General Signal Corporation. The equipment will be installed in cars for the Chicago and North Western Railroad Company.

THE CANADIAN PACIFIC Railway Company has ordered centralized traffic control equipment from General Railway Signal Company, a unit of General Signal Corporation. The Type J CTC system will be used on the CP's Mountain Subdivision, between Revel-

stoke and Golden, British Columbia, a distance of about 60 miles. TRAFFIC MASTER®, the compact GRS control center, will be located at Revelstoke.

At the same time, the Railroad ordered a Type J CTC system from GRS for its Carberry Subdivision. The territory involved is from Brandon to Portage la Prairie, Manitoba, about 80 miles. The control center, a TRAFFIC MASTER®, will be located at Brandon.

THE NORFOLK AND WESTern Railway Company has placed an order with Union Switch & Signal Division of Westinghouse Air Brake Company for one 12-cylinder Model 32 car retarder and one 8-cylinder car retarder for installation above the scale area at the coal handling facility at Pier 6, Lamberts Pt., near Norfolk, Virginia. Both retarders are equipped with the new short stroke cylinders and with radar speed control.

QUEBEC IRON & TITANIUM Corporation has ordered nine Type F4 weight-responsive retarders with hydraulic control from General Railway Signal Company, a unit of General Signal Corporation.

The equipment will be used to control car handling at Quebec Iron & Titanium Corporation's plant at Sorrel, Quebec, Canada.

THE SEABOARD AIR LINE Railroad Company has placed an order with Union Switch & Signal Division of Westinghouse Air Brake Company for CTC materials to be installed on about 147 miles of track between Baldwin and Tallahassee, Fla. Control of the territory will be from Jacksonville, Fla.

THE FLORIDA EAST COAST Railway Company has placed an order for Type D centralized traffic control equipment with General Railway Signal Company, a unit of General Signal Corporation. The equipment is to be used to control the territory from Bunnell to Bayard, Florida, a distance of about 45 miles. TRAFFIC MASTER,® the compact GRS control center will be located at New Smyrna Beach. Both controls and indications will be transmitted via GRS Type FSK frequency shift carrier.

In addition, FEC has ordered 10 Wheel Thermo-Scanner units to be used at Cocoa, Oak Hill, Ft. Orange, Marcy, Pompano, West Palm Beach and St. Augustine.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed, regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago 4, Ill., has been designated to receive and compile this information.

Atlanta, Ga. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore 2, Md. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N.J.
Charles J. Tyne
104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham 3, Ala.
Rives, Peterson, Pettus & Conway, Seventeenth floor, Twenty-one Twenty-one Building.

Boston 8, Mass. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street.
Tel. LIberty 2-3270

Chicago 2, Ill. Henslee-Monek-Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland 14, Ohio. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver 2, Colo. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. Dan McGlynn, 120 N. Main Street.

Fort Worth, Tex.
Contact George L. Schmidt, at Houston 2, Texas.

Houston 2, Tex.
George L. Schmidt, 1307 American Investors Bldg.
Tel. CA 2-2268

Kansas City, Mo. Ernest Hubbell, 2505 Power and Light Bldg., 14th & Baltimore Ave.
Tel. BAltimore 1-5666

Kansas City, Mo. Frank X. Mattes, 1014 Argyle Bldg.
306 E. 12th Street.
Tel. HArrison 1-5570

Los Angeles 13, Calif. Clifton Hildebrand, 408 So. Spring St., Suite 205.
Tel. MAdison 9-2214

Minneapolis 2, Minn. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York 17, New York. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. Clifton Hildebrand, 1212 Broadway.
Tel. GLencourt 1-6732

Pittsburgh 19, Pa. Robert B. Ivory, 711 Frick Bldg.
Tel. GRant 1-4780

St. Louis, Mo. Ernest Hubbell, 408 Olive St. Suite 302. Tel. CHestnut 1-0505

St. Louis, Mo. Frank X. Mattes 611 Olive St., Suite 1814.
Tel. MAine 1-6992

Salt Lake City 1, Utah. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex., 78205, George L. Schmidt, 1515 N.B.C. Bldg.

Seattle, Washington

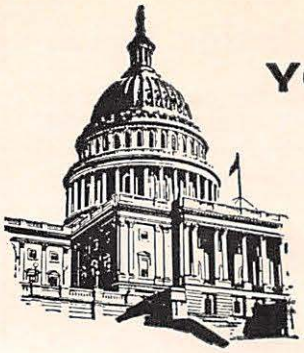
Sherman Oaks, Calif. John M. Ennis, Suite 27, Lydee Bldg., 15445 Ventura.

Syracuse, N.Y. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. W. W. Ramsey, First National Bank Bldg.
Tel. VIcksburg 63-6-5561

Wichita 2, Kans. John C. Frank, 610 Union National Bldg.
Tel. HObart 4-0346

Wichita, Kans. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423



YOUR WASHINGTON Reporter

By ALBERT H. JENKINS

WHEN THIS WAS WRITTEN, the American Medical Association was holding its annual convention at Miami Beach, Fla. The medical politicians who rule the AMA were at work mapping a last-ditch drive against enactment in the next Congress of the "Medicare" bill, which would provide hospital, nursing home and related health services for the aged under the Social Security and Railroad Retirement systems.

The mood of the AMA leaders could well be described as desperate. That's because the November elections ousted many old foes of medicare in Congress, returned almost all of its old friends to Capitol Hill, and put some new friends beside them. Therefore, after 12 long years of battling against the AMA lobbying and propaganda machine, the chances for passage of the measure look brighter than ever.

Also, some local chapters of the AMA were getting restive over the diehard stand of the AMA hierarchy against "Medicare." For example, the Medical Society of the District of Columbia, shortly before the national convention, adopted a resolution calling upon the AMA to modify its opposition to "Medicare", at least to the extent of offering some reasonable alternative.

On the other hand, AMA leaders, including its former president, Dr. Edward P. Annis, a Miami physician, were reportedly pressing for an increase in annual membership dues for doctors—from $45 to $100—so as to build a greater war chest for financing the AMA's campaigns.

Such an increase would cause little of a dent in physician's incomes since, according to official statistics, their median annual income runs over $22,000 a year, the highest average of any profession. However, the increase would provide a staggering expansion in the already vast propaganda and lobbying resources of the AMA. A glimpse into the proportions of the AMA financial empire appeared recently in the New York Times.

"The AMA," the Times report said, "is a corporation with a $20 million annual budget and a staff of 851 in a $3.9 million building in Chicago. It is also a federation of 50 state medical associations that, in turn, are composed of almost 2,000 county or district medical societies.

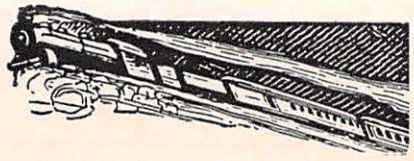
"The kindest term critics of the AMA use is 'trade association,' " the report says. "Even Prof. Milton Friedman of the University of Chicago, one of Senator Barry Goldwater's advisers, calls the AMA 'perhaps the strongest trade union in the United States.' "

Who controls all this? The Times report points out that the AMA is ruled by its House of Delegates, which has only 228 members. They are elected—not by the direct vote of the thousands of doctors around the country, but by the state medical societies. The few members of the House of Delegates choose the president and executive vice president of the AMA, and those two run the show between the annual conventions.

In short, the AMA is controlled by a few at the top, and constitutes a machine which many powerful political bosses might well envy.

The present president of the AMA, Dr. Donovan F. Ward, for 18 years a delegate, is a director of two insurance companies, the Times points out. The insurance lobby has long been allied with the AMA lobby in fighting against Social Security improvements, including the Medicare bill.

The full-time executive vice president of the AMA, Dr. F. J. L. Blasingame, "functions much like a corporation president and the head of a trade association."



The Times says 85 percent of the delegates to the AMA convention are "specialists," not "general practitioner" family doctors who are interested in the all-around welfare of their patients. Nevertheless, there were reports that an increased number of doctors plan to rebel against the leaders' anti-medicare policy. The rebellion is not expected to get very far.

Watch for a steamed-up drive against the medicare measure after Congress convenes, whether or not the AMA dues increase goes through.

Unit Forms to Battle Right Wing

Although the extreme right-wing forces took a bad beating in the November election, they are rallying anew for a drive to discredit democratic institutions and liberal political leaders. To combat them, a new group called the National Council for Civic Responsibility was formed some time ago. Among its members are union Presidents Al Hayes, Machinists; Joseph Beirne, Communications Workers; Charles Cogen, Teachers; David Dubinsky, Ladies Garment Workers, and Jacob Potofsky, Clothing Workers.

The council also includes former Republican and Democratic cabinet members, government and civic leaders, businessmen, scientists, educators and church leaders.

The group is headed by Arthur Larson, law professor, former top official in the Eisenhower Administration and author of a book entitled "A Republican Looks at His Party." He recently said:

"There are many local communities in which the tactics of the extremists have made life miserable for good citizens—through spying, nocturnal phone calls, economic and social pressures, stonings, even bombings."

Larson said $20 million a year is spent on propaganda by radical rightist organizations. He listed 12 of them which, he said, form an "interlocking directorate" with the John Birch Society. He named them as Americans for Constitutional Action, America's Future, Christian Crusade, Christian Freedom Foundation, Church League of America, Citizens Foreign Aid Committee, Conservative Society of America, Liberty Lobby, Manion Forum, National Economic Council, Dan Smoot Reports, and We, The People.

The Civic Responsibility Council has been conducting a five-minute daily radio program, "Spot-

light on Extremism," in 34 cities. This program tells the first-hand experiences of people who have suffered from the rightists' harassment. It also has begun monitoring stations to record regularly 10 of the extremists' widespread radio and TV propaganda programs.

The Council welcomes support. Its address is 66 East 55th St., New York, N. Y.

Tax Law Riddled With Loopholes

In its early years, the Federal income tax law favored earned income over unearned income. Now it's just the other way around. Too few Americans realize how that law has been riddled with loopholes and gimmicks enabling the wealthy to escape their fair share of the burden, while workers' income taxes are deducted from their wages and salaries.

A new glimpse into this situation is provided by a letter from a firm specializing in advice on how to avoid paying taxes. The letter was addressed to "The Company President Who Wants to Acquire a Fortune." It said "if you are thinking of accumulating $250,000 to $500,000 or more, you will, of course, have to use tax methods to do it. These methods are the foundation of virtually every fortune being built in America today."

The letter then invites subscriptions to a "Manual" which tells business executives how to "arrange a tax-exempt income," how to "cut your tax in half," how to "use tax dollars to build fortunes overnight." It says "almost everybody with money" is enjoying "the tax bonanza in short-term trusts." It describes ways in which "corporation owners and presidents are giving themselves tax-sheltered remuneration," and "14 kinds of spectacular tax-sheltered investments on which some of the largest fortunes are being built."

Wealthy persons who are not satisfied with these and innumerable other loopholes can and do escape taxes altogether by putting their money in "foreign havens," according to a recent article in the Miami (Fla.) News. It says "you can whisk your fortune out of the U. S. and salt it away from prying eyes. You will earn interest up to 6 percent a year on it. Thousands of Americans are already banking in the Bahamas, at banks providing absolute secrecy."

The article points out that the banks which serve as hideouts in the British Bahama Islands include branches of big American and Canadian banks. "All of them," it says, "are able to keep the accounts in absolute confidence because they are not subject to tax by any government agency," British, U. S. or Canadian. Thus, a wealthy American can not only hide his hoard from Uncle Sam, but also can avoid any U.S. or other income taxes on his secreted fortune.

The article points out that Switzerland pioneered in setting up secret bank accounts for rich men, and this proved so profitable for Swiss banks that the Bahamas decided to get into the game.

These are only a few examples of the loopholes and gimmicks in the tax laws. Congress put them there. Congress could take them out, but so far has given little indication that it will do so in defiance of the pressures of powerful lobbies which fight to retain the loopholes.

EASY TO USE

MODEL 300 AY

RAILBOND GRINDER

The Railbond Grinder is designed to make your job easier. It will prepare the rail joint surface for a perfectly welded bond. The easy to operate handle bar control assures even pressure on the grinding wheel. Ask your supervisor to contact us soon.

THE RACO GROUP

Office and Plant
TRANSPORT PRODUCTS CORP.
7615 Old National Turnpike, Fairdale, Ky.
(Area Code 502) 774-5711

Main Office and Plant
RAILROAD ACCESSORIES CORP.
5 Tenakill Park, Cresskill, N.J.
(Area Code 201) 568-4600

Office and Plant
GRISWOLD SIGNAL CO.
700 Plymouth Ave., Minneapolis 11, Minn.
(Area Code 612) 522-6639

SHANTY BANTER

COLUMBUS FOR CONGRESS!

When Columbus started out, he didn't know where he was going.

When he got there, he didn't know where he was.

When he got back, he didn't know where he had been.

And he did it all on other people's money.

What a politician Cloumbus would have made today!

A square is a guy who has never been around.

WIDOW—WEALTH

He was always looking for less work to do in fewer working hours and getting more pay for it.

And he succeeded!

He married a very wealthy widow.

You have your machinery in reverse when you try to raise yourself by lowering somebody else.

TALK-TALK VS. BOOK-TALK

Tommy had just returned from his first day in school. His father asked, "What did you learn, Tommy?"

"I learned to say yes sir, and no sir and no ma'am and yes ma'am."

"You did?"

"Yup."

If you take a lot of things for granted, you'll discover that many of them are not granted.

POLITICAL SUCCESS TALE

The two candidates agreed to a debate.

Sneered one candidate. "I am an honest man, for of the thousand of ways to make money, I know the one honest way."

"And which way is that?" asked the other candidate.

"Aha," sneered the first, "I knew you wouldn't know."

DO-IT-YOURSELF?

Step 1: Do
Step 2: Undo
Step 3: Re-do
Step 4: Call the plumber!

Seeing ourselves as others see us can do more harm than good, for many of us would become dissatisfied and confused.

WEATHER WISE

"How do you spell weather?"

"W-e-t-t-h-e-r."

"Well, that's the worst spell of weather we've had in a long time."

The size of a dog in a fight is important . . . but not as important as the size of the fight in the dog.

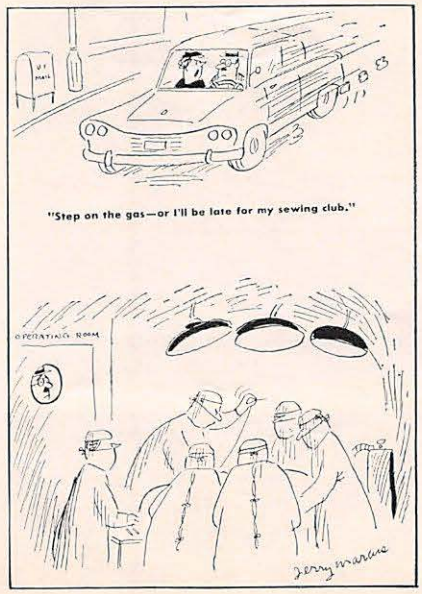
IGNORANCE IS BLI$$

You or me: "What will it cost to have my TV fixed?"

Repairman: "What's wrong with it?"

You or me: "I don't know."

Repairman: "Twenty-seven dollars."



"Step on the gas—or I'll be late for my sewing club."

NO TIP EITHER

A man and two children entered a restaurant and ordered three plates and three glasses of water.

Then they took out sandwiches and began to eat.

"Here," roared the manager, "what are you doing?"

"And who are you?" asked the diner.

"I'm the manager."

"Good," said the man, "I was just going to send for you. Where is the relish?"

Count your blessings, not your bruises.

TRUTH IS STRANGER . . .

The Federal Communications Commission was all set to revoke the license of a particular television station because of a certain program they featured each day which frightened too many viewers. Then, they found out that the program was a review of the news.

A person gets paid for using his brains, not for having them.

HOW TO SAVE ON FOOD

1. Eat a cake of yeast for breakfast.
2. Drink two glasses of water for lunch.
3. Sit near a hot stove for dinner.

Love is the same old game it was ten thousand years ago, except that diamonds have replaced clubs.

PROJECT — COMPOSITION

The third grade teacher was conducting her class on a tour of the post office.

One wee one warned another, "Don't look at anything or you'll have to write a long report about this visit tomorrow."

Be friendly with the folks you know. Were it not for them you would be a total stranger.

CAN'T ARGUE WITH GRAVITY

The class had been told about the amazing speed at which light travels.

"Just think of light coming to us from the sun at all those thousands of miles a second!" exclaimed the teacher. "Isn't it wonderful?"

"Not so very," said one ray of brightness in the class. "It's downhill all the way."

Live A Little Longer

Do You Like Your Job?

By Dr. William A. Sawyer
IAM Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists. Dr. Sawyer cannot answer individual correspondence.)

HOW DO YOU FEEL ABOUT your work? Do you look forward to it with pleasant anticipation, or do you approach it with anxiety?

A public health nurse, who has opportunities to talk with many factory workers, asked this question of a family man recently. His reply was prompt and sharp.

"I hate my job. My boss never smiles or has a kind word for any of us. He shows much more concern over the machine I operate than over me. I don't want any special favors but a friendly interest occasionally in my life would make the job much more enjoyable. He doesn't seem to know I exist. He could be a fairly decent guy if he'd occasionally laugh or smile. He's altogether too serious. I hate to return home each day feeling depressed but that's the way it is. I've heard of places where the feeling is friendly and you go home feeling the good. Wouldn't it be to a company's advantage to have supervisors with a little warmth in their make-up?"

As a doctor I am interested in this report because I believe good health is dependent upon a reasonably contented state of mind. I've known workers who were nervous wrecks because of the unpleasant treatment of their bosses. Not only do these people have many symptoms and ailments and feel ill, but the quality of their work suffers because they get no emotional satisfaction from their work. The management of such a company, be it large or small, is negligent in allowing such a situation to exist. No one can do good work in such an atmosphere of discouragement.

A valuable team spirit in a group is fostered by a wise supervisor who senses its value. He is the backbone of that elusive thing known as morale. Everyone enjoys the feeling of belonging to something that represents success and good will. A cheerful, appreciative attitude by the boss is the secret of real leadership.

What can I recommend to anyone in such a situation? Certainly you should not continue to tolerate such an unfavorable situation. First I would recommend that through your shop steward you express your dissatisfaction with the hope that better relations can be established. Perhaps something can be done to help the boss.

If he is irritable and unreasonable, maybe he is having problems of his own. It seems to me that this is a situation in which a union can justify itself in an admirable way. Sometimes a personal conversation with such a person will clear up unpleasant relationships. There is also the possibility of reviewing the situation with the personnel head of the company.

And don't forget to consider whether your own attitude and behavior has something to do with the strained and unpleasant relations. It always pays to take stock of ourselves. It helps a great deal to try to understand why people act as they do. Finding the answer to this often solves difficult problems.

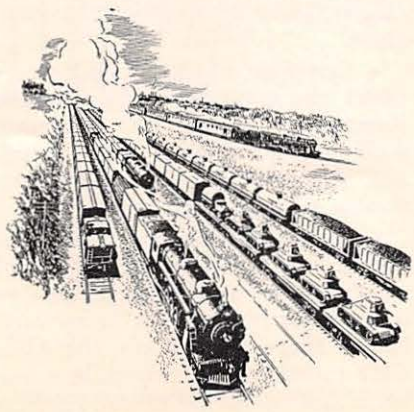
Why Widowed Mothers' Annuities Under the RRA Are Higher Than Aged Widows' Annuities

ON JUNE 30, 1964, THE AVERage monthly amounts of annuities being paid to widows under the RRA, and the average amounts awarded during fiscal year 1963-64, were as follows:

	Aged widows	Widowed mothers
In current-payment status		
June 30, 1964	$73.33	$ 98.57
Awarded during 1963-64	83.65	103.32

As these figures show, widowed mothers' annuities being paid on June 30, 1964, were one-third higher, on the average, than aged widows' annuities. For awards in 1963-64, widowed mothers' annuities were about one-fourth higher. The major reasons for this situation are summarized below, although not necessarily in order of importance. *Widowed mothers' annuities are generally based on higher earnings than are those to aged widows.*

Railroad wage rates and maximum earnings creditable toward benefits have been rising over the years. Therefore, average earnings from which benefits are computed have also risen. Widowed mothers' annuities are based, for the most part, on deaths of employees in active service. On the other hand, most aged widows' annuities are based on deaths of employes who retired or died several years before the annuities were awarded.



Almost all widowed mothers' annuities are based on the special social security guaranty (which emphasizes the effect of the higher, more recent earnings), compared with only two-thirds of the aged widows' annuities.

About 25 percent of the aged widows on the Board's annuity rolls are also receiving or entitled to receive social security benefits based on their own earnings. In such cases, the special guaranty seldom applies because the social security benefit must be deducted in computing the aged widow's annuity under the guaranty. This deduction is not made when the aged widow's annuity is figured under the regular "basic amount" formula, which is why it usually produces a higher benefit even when based on lower average earnings.

In most cases, a benefit computed under the special guaranty is higher

John S. Uldrich, retired member of Local 54, Central Railroad of New Jersey, passed away recently.

Brother Uldrich was first trick maintainer at B. V. Tower, West 8th Street. Bayonne, N. J. at the time of his retirement in 1944.

The officers and members of Local 54 extend their deepest sympathy to the surviving members of his family.

L. E. DuMont

W. M. Armontrout, retired member of Local 89, Chesapeake & Ohio Railway, passed away recently. He was 67.

Brother Armontrout was Traveling signal mechanic at Prince, West Virginia at the time of his retirement December 31, 1962 after completing 43 years of service.

The officers and members of Local 89 extend deepest sympathy to the surviving members of his family. Ed.

George R. Sage, retired member of Local 125, Canadian National Railroad, passed away recently. He was 67.

Brother Sage was maintainer at Fort Langley, British Columbia at the time of his retirement August 31, 1961 after completing 40 years of service.

The officers and members of Local 125 extend deepest sympathy to his widow and other surviving members of his family. Ed.

William E. Shaffer, retired member of Local 65, Pennsylvania Railroad, passed away December 4, 1964 at Memorial Osteopathic Hospital. He was 77.

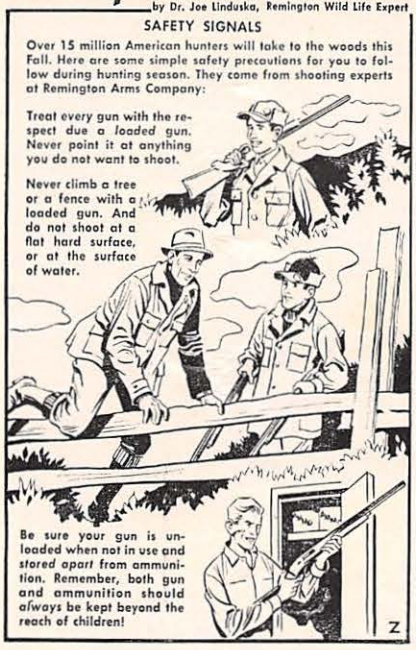
Brother Shaffer was Inspector C&S at York, Pennsylvania at the time of his retirement October 1, 1955 after completing 48 years of service. He was a faithful member of our Brotherhood and served our Local as local chairman and as delegate to our Brotherhood's Convention in 1920.

The officers and members of Local 65 extend deepest sympathy to his widow and other surviving members of his family.

J. R. Smith

The Sportsman's Corner

by Dr. Joe Linduska, Remington Wild Life Expert


SAFETY SIGNALS
Over 15 million American hunters will take to the woods this Fall. Here are some simple safety precautions for you to follow during hunting season. They come from shooting experts at Remington Arms Company:
Treat every gun with the respect due a loaded gun. Never point it at anything you do not want to shoot.
Never climb a tree or a fence with a loaded gun. And do not shoot at a flat hard surface, or at the surface of water.
Be sure your gun is unloaded when not in use and stored apart from ammunition. Remember, both gun and ammunition should always be kept beyond the reach of children!
Z

Paul C. Gilbert, member of Local 104, Southern Pacific Railroad, Los Angeles Division, passed away in San Francisco Hospital recently after a long illness. He was 63.

Brother Gilbert began his signaling career in March, 1927, and had worked as Signal maintainer and foreman. He was Division Signal Inspector at the time of his death.

The officers and members of Local 104 extend deepest sympathy to the surviving members of his family.

F. R. Smeltzer

Frank W. Madsen, retired member of Local 32, Chicago & Western Indiana Railroad, passed away November 10, 1964. He was 72.

Brother Madsen was third trick maintainer at 16th Street Interlocking Plant at the time of his retirement.

The officers and members of Local 32 extend sincere sympathy to the surviving members of his family.

Edward Rickert

Brother Damase "Tom" Guigue, retired member of Local 118, passed away on November 19 at St-Lambert General Hospital in St-Lambert, Quebec.

Brother Guigue was a Leading Signal Maintainer at St-Lambert, Quebec at the time of his retirement some 10 years ago. Tom, as he was known by his fellow members and his many friends, was a faithful member of our Brotherhood and served our Local as a Chairman and General Chairman. He also served as a member of the Board of Trustees. He was a loyal and active member of Local 118.

The officers and members of Local 118, extend their deepest sympathy to the surviving members of his family.

G. Richard

James T. Brady, retired member of Local 22, New York Central Railroad, passed away December 5, 1964. He was 86.

Brother Brady was assistant signal maintainer at Newburgh, New York at the time of his retirement in January, 1940 after completing 34 years of service.

The officers and members of Local 22 express deepest sympathy to his daughter and other surviving members of his family. Ed.

J. A. McGuire, retired member of Local 163, Chicago and Illinois Midland Railroad passed away recently. He was 77.

Brother McGuire was line foreman at Taylorville, Illinois at the time of his retirement in January, 1954 after completing 27 years of service. He was a faithful member of our Brotherhood and served our local as local chairman.

The officers and members of Local 163 extend deepest sympathy to the surviving members of his family.

Ed.

Robert J. Hood, member of Local 12, Canadian Pacific Railway, passed away suddenly November 5, 1964 at his home in Virden, Manitoba at the age of 63.

Brother Hood was born at Sidney, Manitoba and served over 40 years with the Canadian Pacific, 38 of which were in the Signal Department at Kenora, Ontario and Virden, Manitoba as signal maintainer.

He is survived by his widow to whom the officers and members of Local 12 extend their deepest sympathy.

L. E. Young

Ashby Jones, retired member of Local 89, Chesapeake & Ohio Railway, passed away recently in the C&O Hospital following a lingering illness.

Brother Jones was born in Alleghany County April 27, 1894 and was a veteran of World War I.

He is survived by his widow to whom the officers and members of Local 89 extend deepest sympathy.

C. R. Long

CHANGE OF ADDRESS

Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

The Signalman's Journal
2247 Lawrence Ave.
Chicago, Illinois 60625

Name _____

Lodge No. _____ **Cert. No.** _____

Street or Box Number _____

City _____ **State** _____ **Zip Code** _____

light on Extremism," in 34 cities. This program tells the first-hand experiences of people who have suffered from the rightists' harassment. It also has begun monitoring stations to record regularly 10 of the extremists' widespread radio and TV propaganda programs.

The Council welcomes support. Its address is 66 East 55th St., New York, N. Y.

Tax Law Riddled With Loopholes

In its early years, the Federal income tax law favored earned income over unearned income. Now it's just the other way around. Too few Americans realize how that law has been riddled with loopholes and gimmicks enabling the wealthy to escape their fair share of the burden, while workers' income taxes are deducted from their wages and salaries.

A new glimpse into this situation is provided by a letter from a firm specializing in advice on how to avoid paying taxes. The letter was addressed to "The Company President Who Wants to Acquire a Fortune." It said "if you are thinking of accumulating $250,000 to $500,000 or more, you will, of course, have to use tax methods to do it. These methods are the foundation of virtually every fortune being built in America today."

The letter then invites subscriptions to a "Manual" which tells business executives how to "arrange a tax-exempt income," how to "cut your tax in half," how to "use tax dollars to build fortunes overnight." It says "almost everybody with money" is enjoying "the tax bonanza in short-term trusts." It describes ways in which "corporation owners and presidents are giving themselves tax-sheltered remuneration," and "14 kinds of spectacular tax-sheltered investments on which some of the largest fortunes are being built."

Wealthy persons who are not satisfied with these and innumerable other loopholes can and do escape taxes altogether by putting their money in "foreign havens," according to a recent article in the Miami (Fla.) News. It says "you can whisk your fortune out of the U. S. and salt it away from prying eyes. You will earn interest up to 6 percent a year on it. Thousands of Americans are already banking in the Bahamas, at banks providing absolute secrecy."

The article points out that the banks which serve as hideouts in the British Bahama Islands include branches of big American and Canadian banks. "All of them," it says, "are able to keep the accounts in absolute confidence because they are not subject to tax by any government agency," British, U. S. or Canadian. Thus, a wealthy American can not only hide his hoard from Uncle Sam, but also can avoid any U.S. or other income taxes on his secreted fortune.

The article points out that Switzerland pioneered in setting up secret bank accounts for rich men, and this proved so profitable for Swiss banks that the Bahamas decided to get into the game.

These are only a few examples of the loopholes and gimmicks in the tax laws. Congress put them there. Congress could take them out, but so far has given little indication that it will do so in defiance of the pressures of powerful lobbies which fight to retain the loopholes.

EASY TO USE

MODEL 300 AY

RAILBOND GRINDER

The Railbond Grinder is designed to make your job easier. It will prepare the rail joint surface for a perfectly welded bond. The easy to operate handle bar control assures even pressure on the grinding wheel. Ask your supervisor to contact us soon.

THE RACO GROUP

Office and Plant
TRANSPORT PRODUCTS CORP.
7615 Old National Turnpike, Fairdale, Ky.
(Area Code 502) 774-5711

Main Office and Plant
RAILROAD ACCESSORIES CORP.
5 Tenakill Park, Cresskill, N.J.
(Area Code 201) 568-4600

Office and Plant
GRISWOLD SIGNAL CO.
700 Plymouth Ave., Minneapolis 11, Minn.
(Area Code 612) 522-6639

SHANTY BANTER

COLUMBUS FOR CONGRESS!

When Columbus started out, he didn't know where he was going.

When he got there, he didn't know where he was.

When he got back, he didn't know where he had been.

And he did it all on other people's money.

What a politician Cloumbus would have made today!

A square is a guy who has never been around.

WIDOW—WEALTH

He was always looking for less work to do in fewer working hours and getting more pay for it.

And he succeeded!

He married a very wealthy widow.

You have your machinery in reverse when you try to raise yourself by lowering somebody else.

TALK-TALK VS. BOOK-TALK

Tommy had just returned from his first day in school. His father asked, "What did you learn, Tommy?"

"I learned to say yes sir, and no sir and no ma'am and yes ma'am."

"You did?"

"Yup."

If you take a lot of things for granted, you'll discover that many of them are not granted.

POLITICAL SUCCESS TALE

The two candidates agreed to a debate.

Sneered one candidate. "I am an honest man, for of the thousand of ways to make money, I know the one honest way."

"And which way is that?" asked the other candidate.

"Aha," sneered the first, "I knew you wouldn't know."

DO-IT-YOURSELF?

Step 1: Do
Step 2: Undo
Step 3: Re-do
Step 4: Call the plumber!

Seeing ourselves as others see us can do more harm than good, for many of us would become dissatisfied and confused.

WEATHER WISE

"How do you spell weather?"

"W-e-t-t-h-e-r."

"Well, that's the worst spell of weather we've had in a long time."

The size of a dog in a fight is important . . . but not as important as the size of the fight in the dog.

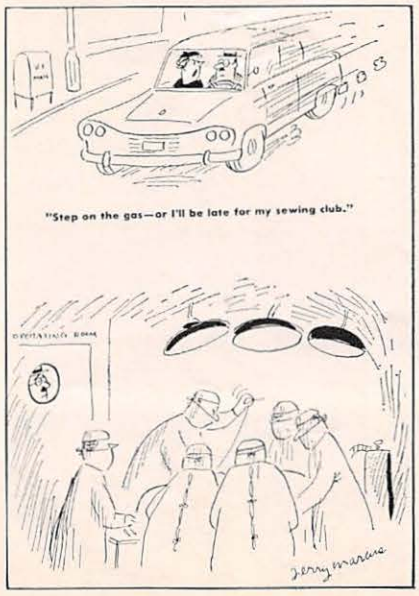
IGNORANCE IS BLI$$

You or me: "What will it cost to have my TV fixed?"

Repairman: "What's wrong with it?"

You or me: "I don't know."

Repairman: "Twenty-seven dollars."



"Step on the gas—or I'll be late for my sewing club."

NO TIP EITHER

A man and two children entered a restaurant and ordered three plates and three glasses of water.

Then they took out sandwiches and began to eat.

"Here," roared the manager, "what are you doing?"

"And who are you?" asked the diner.

"I'm the manager."

"Good," said the man, "I was just going to send for you. Where is the relish?"

Count your blessings, not your bruises.

TRUTH IS STRANGER . . .

The Federal Communications Commission was all set to revoke the license of a particular television station because of a certain program they featured each day which frightened too many viewers. Then, they found out that the program was a review of the news.

A person gets paid for using his brains, not for having them.

HOW TO SAVE ON FOOD

1. Eat a cake of yeast for breakfast.
2. Drink two glasses of water for lunch.
3. Sit near a hot stove for dinner.

Love is the same old game it was ten thousand years ago, except that diamonds have replaced clubs.

PROJECT — COMPOSITION

The third grade teacher was conducting her class on a tour of the post office.

One wee one warned another, "Don't look at anything or you'll have to write a long report about this visit tomorrow."

Be friendly with the folks you know. Were it not for them you would be a total stranger.

CAN'T ARGUE WITH GRAVITY

The class had been told about the amazing speed at which light travels.

"Just think of light coming to us from the sun at all those thousands of miles a second!" exclaimed the teacher. "Isn't it wonderful?"

"Not so very," said one ray of brightness in the class. "It's downhill all the way."

Live A Little Longer

Do You Like Your Job?

By Dr. William A. Sawyer
IAM Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists. Dr. Sawyer cannot answer individual correspondence.)

HOW DO YOU FEEL ABOUT your work? Do you look forward to it with pleasant anticipation, or do you approach it with anxiety?

A public health nurse, who has opportunities to talk with many factory workers, asked this question of a family man recently. His reply was prompt and sharp.

"I hate my job. My boss never smiles or has a kind word for any of us. He shows much more concern over the machine I operate than over me. I don't want any special favors but a friendly interest occasionally in my life would make the job much more enjoyable. He doesn't seem to know I exist. He could be a fairly decent guy if he'd occasionally laugh or smile. He's altogether too serious. I hate to return home each day feeling depressed but that's the way it is. I've heard of places where the feeling is friendly and you go home feeling the good. Wouldn't it be to a company's advantage to have supervisors with a little warmth in their make-up?"

As a doctor I am interested in this report because I believe good health is dependent upon a reasonably contented state of mind. I've known workers who were nervous wrecks because of the unpleasant treatment of their bosses. Not only do these people have many symptoms and ailments and feel ill, but the quality of their work suffers because they get no emotional satisfaction from their work. The management of such a company, be it large or small, is negligent in allowing such a situation to exist. No one can do good work in such an atmosphere of discouragement.

A valuable team spirit in a group is fostered by a wise supervisor who senses its value. He is the backbone of that elusive thing known as morale. Everyone enjoys the feeling of belonging to something that represents success and good will. A cheerful, appreciative attitude by the boss is the secret of real leadership.

What can I recommend to anyone in such a situation? Certainly you should not continue to tolerate such an unfavorable situation. First I would recommend that through your shop steward you express your dissatisfaction with the hope that better relations can be established. Perhaps something can be done to help the boss.

If he is irritable and unreasonable, maybe he is having problems of his own. It seems to me that this is a situation in which a union can justify itself in an admirable way. Sometimes a personal conversation with such a person will clear up unpleasant relationships. There is also the possibility of reviewing the situation with the personnel head of the company.

And don't forget to consider whether your own attitude and behavior has something to do with the strained and unpleasant relations. It always pays to take stock of ourselves. It helps a great deal to try to understand why people act as they do. Finding the answer to this often solves difficult problems.

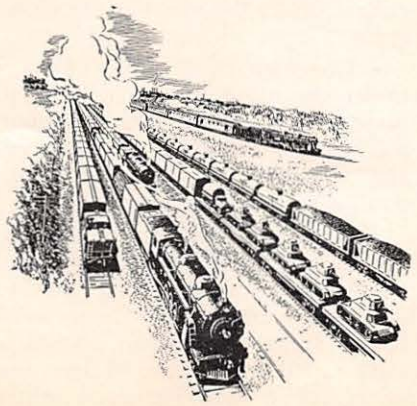
Why Widowed Mothers' Annuities Under the RRA Are Higher Than Aged Widows' Annuities

ON JUNE 30, 1964, THE AVERage monthly amounts of annuities being paid to widows under the RRA, and the average amounts awarded during fiscal year 1963-64, were as follows:

	Aged widows	Widowed mothers
In current-payment status		
June 30, 1964	$73.33	$ 98.57
Awarded during 1963-64	83.65	103.32

As these figures show, widowed mothers' annuities being paid on June 30, 1964, were one-third higher, on the average, than aged widows' annuities. For awards in 1963-64, widowed mothers' annuities were about one-fourth higher. The major reasons for this situation are summarized below, although not necessarily in order of importance. *Widowed mothers' annuities are generally based on higher earnings than are those to aged widows.*

Railroad wage rates and maximum earnings creditable toward benefits have been rising over the years. Therefore, average earnings from which benefits are computed have also risen. Widowed mothers' annuities are based, for the most part, on deaths of employees in active service. On the other hand, most aged widows' annuities are based on deaths of employes who retired or died several years before the annuities were awarded.



Almost all widowed mothers' annuities are based on the special social security guaranty (which emphasizes the effect of the higher, more recent earnings), compared with only two-thirds of the aged widows' annuities.

About 25 percent of the aged widows on the Board's annuity rolls are also receiving or entitled to receive social security benefits based on their own earnings. In such cases, the special guaranty seldom applies because the social security benefit must be deducted in computing the aged widow's annuity under the guaranty. This deduction is not made when the aged widow's annuity is figured under the regular "basic amount" formula, which is why it usually produces a higher benefit even when based on lower average earnings.

In most cases, a benefit computed under the special guaranty is higher

than one figured from the "basic amount" formula. Under the guaranty, the calculation is usually based on earnings after 1950 with the 5 years of lowest earnings "dropped out." On the other hand, the "basic amount" formula uses all earnings after 1936. As indicated above, the more recent earnings are substantially higher, on the average.

When widowed mothers are awarded annuities computed under the special guaranty, they receive the same proportionate share of the total family benefit as under the regular formula.

Under the regular survivor formula, the widowed mother's share of the family benefit depends on the number of children also sharing it. With one child, her share is three-fifths; with 2 children, it is three-sevenths; with 3 children, it is three-ninths; etc. These proportions also apply to the total family benefit figured under the special guaranty, although under the social security law, the widowed mother and children receive equal shares. The result is that, for the same primary insurance amount (PIA), a widowed mother with one or two children receives more than an aged widow, while a mother with three or more children receives less. This is shown in the following table:

	Regular formula	Special Guaranty
	(Basic amount = $75)	(PIA = $100)
Aged widow	$75.00	$ 90.80
Widowed mother with:		
one child	75.00	99.00
two children	75.00	104.50
three children	64.60	81.30

Currently, only about 15 percent of the widowed mothers on the Board's rolls are in families with three or more children.

The illustration above also helps to explain why a widowed mother, more often than not, receives a higher annuity than she would later receive as an aged widow. In any event, because of the way the widowed mother's annuity is computed, it is more valid to compare amounts of survivor annuities on a family basis, rather than on the basis of amounts for individual beneficiaries.

Shorter Hours Seen Cutting Joblessness

A statutory 35-hour workweek, with double pay for overtime, would reduce unemployment by two-thirds, an AFL-CIO economist declared.

Rudolph Oswald, a staff member of the AFL-CIO Dept. of Research, said 2.5 million additional jobs would be created under the federation's shorter workweek proposal.

Labor's drive to reduce hours, Oswald noted in a network radio interview, is designed to bring about full employment.

Other economic and fiscal measures which have been put into effect to achieve that objective "have had so slight effect in reducing unemployment levels," he stated. But he stressed that the present 5 percent level of joblessness is still "much too high for an American economic system."

Cut by Stages

Oswald said labor's proposal calls for reaching the 25-hour workweek in several stages "as in 1938, when the workweek was reduced from 44 to 40 hours by steps."

Under such circumstances, he said, hours could be reduced without cutting the weekly income of workers and at a moderate, easy-to-absorb cost to employers.

In answer to questions, the AFL-CIO spokesman said:

- The "sabbatical vacations" negotiated by the Steelworkers "have provided some additional job opportunities" and "also prevented a decrease in some of the existing jobs —jobs which otherwise would have been displaced by technological change."
- The reduction of the workweek in New York City negotiated by the Intl. Brotherhood of Electrical Workers opened up 800 to 1,000 new apprencticeship opportunities, including openings for minority groups "that previously were not able to receive the training because the job opportunities did not exist under the longer workweek."
- There is no greater incidence of moonlighting in industries with a 35-hour workweek than in industries on a 40-hour week. Labor believes "that the best incentive is to provide adequate income to those who are working."
- There is no danger of "moral decay" if workers have a few hours more of leisure as the result of a shorter workweek. "When workers were required to work six days, 12 hours a day, we were assured that any reduction in the workweek would lead to moral decay."

Oswald was interviewed on Labor News Conference, broadcast by the Mutual radio network.

AFL-CIO Program

The AFL-CIO has called on the incoming Congress to enact a legislative program, leading off with repeal of Section 14 (b) of the Taft-Hartley Act. It is 14 (b) that permits states to enact so-called "Right-To-Work" laws outlawing union security agreements between labor and management.

Other points of the legislative program urged by the AFL-CIO are:

- Elimination of imbalances and contradictions in basic labor law, which restrict organization and the right to strike.
- Passage of hospital care for the elderly under the social security program.
- Coverage of all wage earners under the minimum wage laws, an increase to $2 of the minimum wage, and a reduction in the standard workweek to 35 hours with double pay for overtime.
- A massive program of Federal aid to education, including school construction, and special aid to schools serving children in poverty-ridden areas. In addition, the AFL-CIO called for aid for college students and additional funds to bolster the growth of community junior colleges.
- Expanded urban renewal and low and middle-cost housing programs; adequate funds to revamp city mass transit systems; establishment of a Cabinet-level Department of Housing and Community Affairs.
- More Federal aid for community air and water pollution control, highways, hospitals, airports and health facilities.
- Regional planning for handling the problems of depressed areas; new Federal initiative in conservation and development of natural resources.
- Grants and loans for community mental health centers, modernization of hospitals, aid for medical and dental students.
- More funds for the anti-poverty program.
- Elimination of excise taxes on goods and services generally used by all Americans, closing of tax loopholes, tax revision to ease the burden of low-income groups. The AFL-CIO also rejected proposals to rebate Federal taxes to the states with no restrictions on the use of these rebates.

Theory and Use of Test Equipment

Theory of Meters

SIGNALMEN ARE REQUIRED to put new apparatus in operation, to maintain equipment so that it continues to operate, and to repair equipment that has broken down. Many tests instruments are available to help him to do these jobs efficiently.

To place in operation and maintain new apparatus he is aided by test instruments such as signal generators, voltmeters, ammeters, frequency meters, and output meters. When there is a breakdown, multimeters, vtvm's (vacuum-tube voltmeters), signal tracers, tube checkers, and other devices help locate the trouble quickly and efficiently.

Since the signalman must understand how these test devices work and how to use them correctly, a series of articles is being prepared prescribing the theory and use of nearly every important test instrument. Meters are the most commonly used of all test equipment and, therefore, a brief outline of the different kinds is given in this article.

Basic Meter Principles

Purpose. Meters are used to measure electrical quantities. Some meters measure voltage, current, resistance, or all three. Others measure power, capacitance, or other electrical quantities. Whatever the meter is designed to measure, its operation depends (except in an electrostatic meter) on the passage of an electric current through it.

Use of Current Meters. Since meters cannot indicate measurements without a flow of current through them, it might seem that they can be used only to measure current. This is not true. A meter circuit can be modified and the meter calibrated to read almost any of the basic electrical units. For example, a meter can be used to measure voltage even though it registers only because of the current through it. It is possible to do this because the current through the meter varies in exact proportion to the voltage across the circuit (Ohm's law). The face of the meter then can be calibrated in volts rather than in amperes. Also, the amount of resistance in a circuit directly affects the current in the circuit, and, if desired, the meter can be calibrated in resistance units instead of current or voltage units.

Properties of Current Flow. Two fundamental properties of current flow—electromagnetism and heat—are used to make meters function.

- When current flows through a coil, a magnetic field is created that is directly proportional to the amount of current. The strength of this field can be used in several different ways to indicate the amount of current passing through the coil. Three classes of meters use electromagnetism: moving-iron meters, moving-coil meters, and dynamometers.
- When current flows through a wire, the amount of heat produced is directly proportional to the current flow. Consequently, the amount of heat can be used to indicate the amount of current. Meters using this principle are called thermal meters. The two main classes are hot-wire ammeters and thermocouple meters.

Electromagnetic Meters

Moving-Iron Meters.

- *Basic principle:* If a soft-iron bar is placed near an electromagnet, the bar becomes magnetized (fig. 1). The molecules of the bar line up, and the lines of force through the

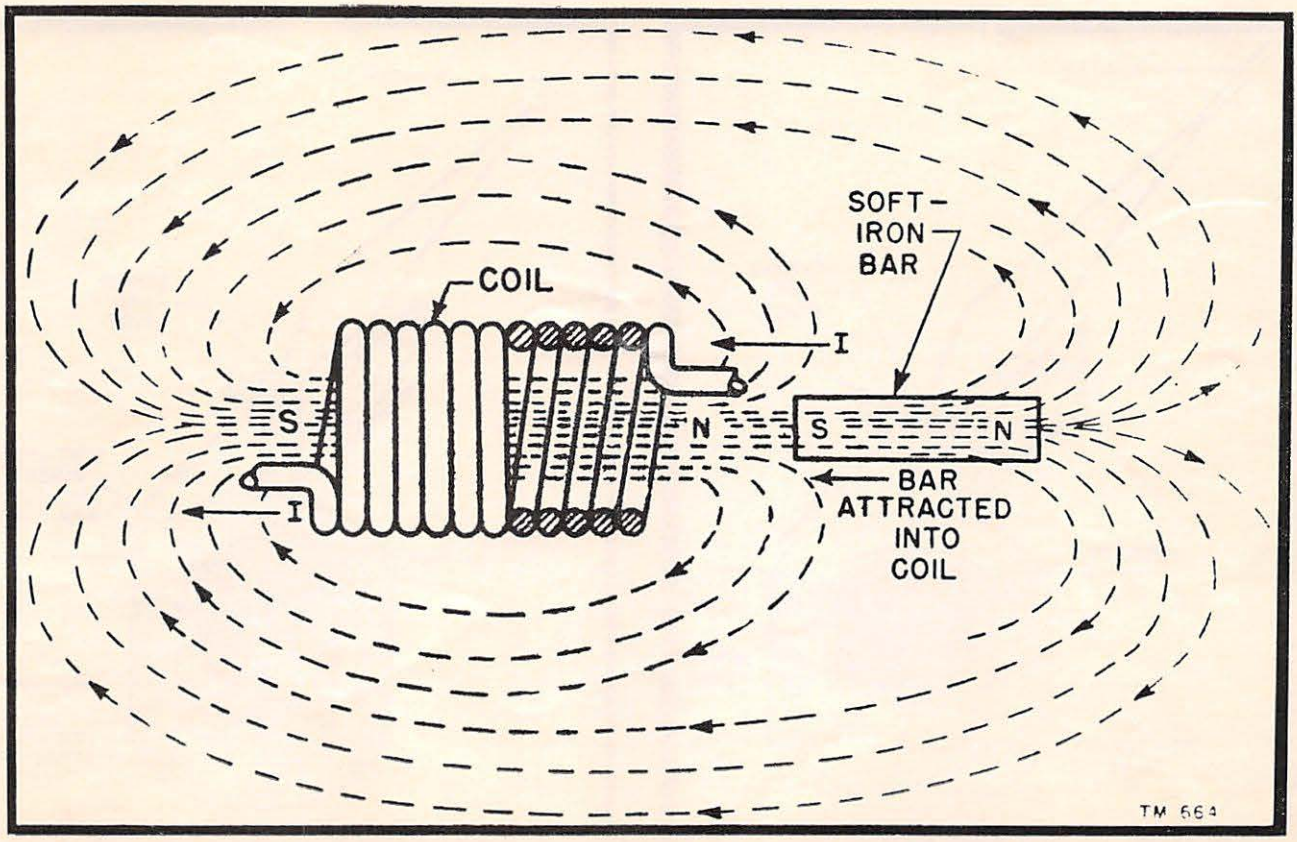


Figure 1. Effect of lines of force from current-carrying coil on soft iron bar.

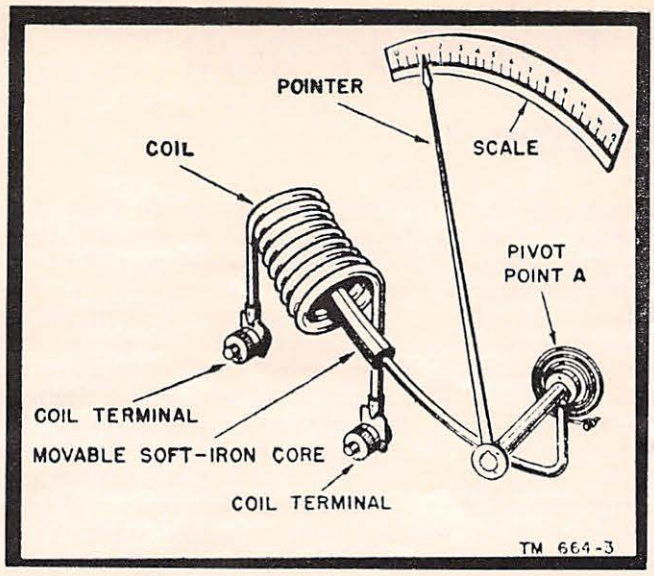


Figure 2. Moving-iron meter, plunger type.

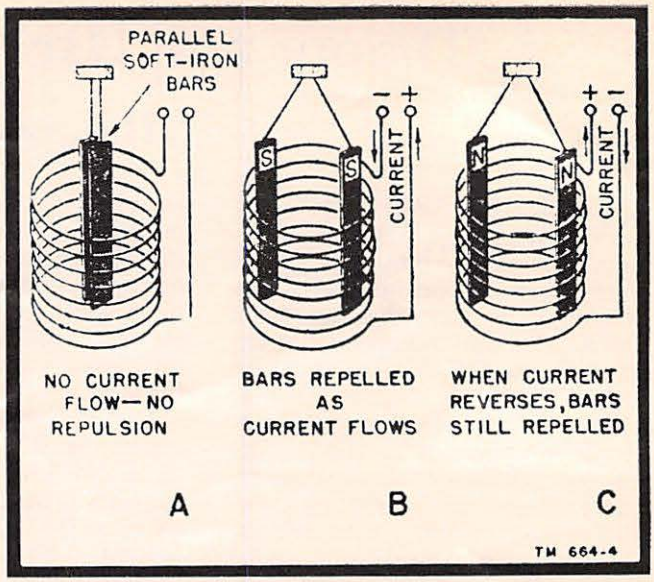


Figure 3. Effect of iron bars in electromagnet.

bar are in the same direction as the lines of force coming from the electromagnet. Since the lines of force act like stretched rubber bands, they try to shorten themselves, and the bar attracted to the electromagnet. If the coil is fixed and the bar is free to move, the bar is pulled into the coil. When the current through the coil reverses, the molecules in the iron bar reverse. The reversed lines of force in the bar line up with the reversed lines of force coming from the coil, and the bar again is attracted to the coil. The soft-iron bar therefore is attracted to the electromagnet whether dc (direct current) or ac (alternating current) flows through the coil. Soft iron is used because it demagnetizes when the current through the electromagnet stops. There are two types of moving-iron meters — the plunger-type and the repulsion-type moving vane.

• *Plunger type:* The movable soft-iron bar with a pointer attached is placed partially inside the fixed coil (fig. 2), and the pointer-bar assembly is fastened to a pivot. A. When current flows through the coil, a magnetic field is set up. The soft-iron bar becomes magnetized and is pulled farther into the coil, moving the pointer. The distance the pointer is moved is proportional to the strength of the magnetic field, which depends on the amount of current through the coil. The plunger type was an early meter used to measure ac and is now obsolete.

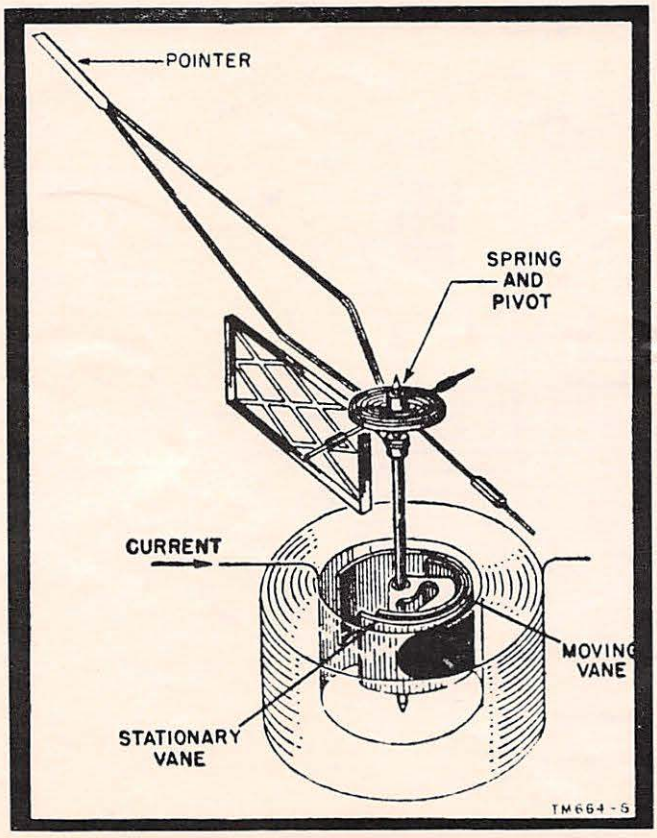


Figure 4. Radial-vane meter.

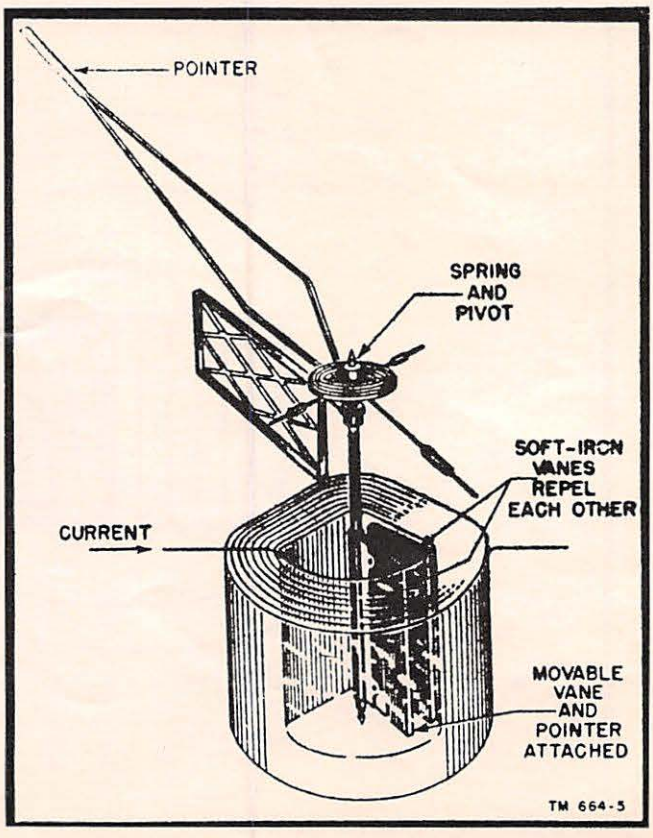


Figure 5. Concentric-vane meter.

• *Repulsion-type moving vane:* This meter, like the plunger type, operates on the principle that an electromagnet magnetizes soft iron. Two iron bars are used instead of one, and both are placed completely inside the coil. When current flows, the bars are magnetized with the safe polarity (fig. 3) and, because like poles repel, the bars move apart. If the current reverses, the polarity of the bars reverses at the same time, and they still repel each other. When one bar is fixed and the other free to move, the force of repulsion can be made to indicate the amount of current flow by attaching a pointer to the movable bar. Two groups of meters use the repulsion principle. They are the radial-vane and the concentric-vane meters.

(a) In the radial-vane meter, two rectangular vanes are placed inside the coil (fig. 4). One vane is fixed, and the other is free to rotate on pivots and has a pointer attached. When current flows through the coil, the iron vanes become magnetized and repel each other. The movable vane swings away, carrying with it the pointer that indicates on the scale the current passing through the coil.

(b) The concentric-vane meter works on the same general principle and is described as concentric because the semicircular vanes are placed one inside the other (fig. 5). One vane is fixed and the other is free to move on pivots, with a pointer attached. Although repulsion-type meters can be made to measure ac or dc, they are used generally to measure low-frequency ac.

Moving-Coil Meter.

• Most of the meters used by signalmen embody the moving-coil principle of operation. The moving-coil meter uses a coil of fine wire wound on a light aluminum frame with a permanent magnet surrounding the coil (fig. 6). The coil is placed on pivots on the ends of the frame which allows the coil to move freely, and springs are attached to it to control the amount of needle swing. When current flows through the coil, it becomes magnetized, and the polarity of the coil is such that it is repelled by the permanent magnet. A pointer attached to the coil frame swings with the coil, and indicates on the scale the amount of current flowing through the coil. This meter movement can be made so sensitive that a few microamperes of current will swing the pointer across the entire scale. If the pointer and zero indication are placed at the center of the scale, the movement can be used for making accurate resistance, capacitance, and inductance measurements in bridges and can be modified for use as a d-c ammeter or a voltmeter. It can be made to measure ac by applying the ac to the meter through a suitable rectifier, and measuring the rectified current.

• Because the moving-coil meter is rugged, accurate, and capable of measuring d-c voltage and current, a-c voltage, and also resistance, it is used invariably in the multimeter, a combination volt-ohm-ammeter. This meter movement is used also in the vtvm and is by far the most important type of meter in radio and electrical work.

Dynamometer.

The dynamometer is based on the principle of magnetic repulsion between two or more electromagnetic fields. When two coils are used, one is fixed and the other has a pointer attached and is pivoted for free movement. Current passes through both coils, and magnetic fields are created. The movable coil, with the attached needle, is repelled by the like poles of the fixed coil and swings away, carrying the pointer with it. The dynamometer can measure a-c and d-c voltage, current, and power, although it is used commonly to measure power in watts (fig. 8). When used as a wattmeter, two fixed coils wound with many turns of small wire and having a high resistance are connected in series across the voltage source of the circuit. A movable, low-resistance coil is placed in series with one connection, and the entire circuit current flows through it. The strength of the field around the low-resistance coil depends on the current in the circuit. The low-resistance movable-coil and indicating-needle (pointer)

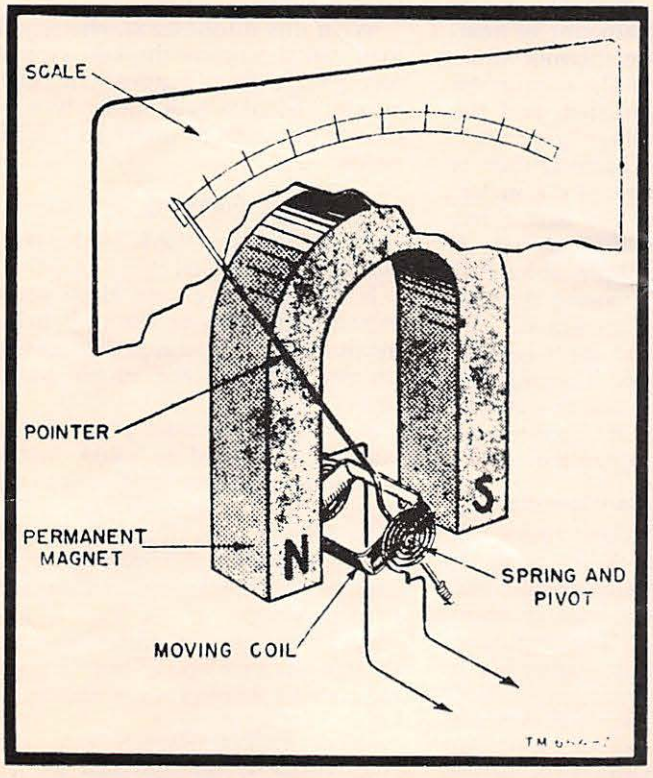


Figure 6. Moving-coil meter.

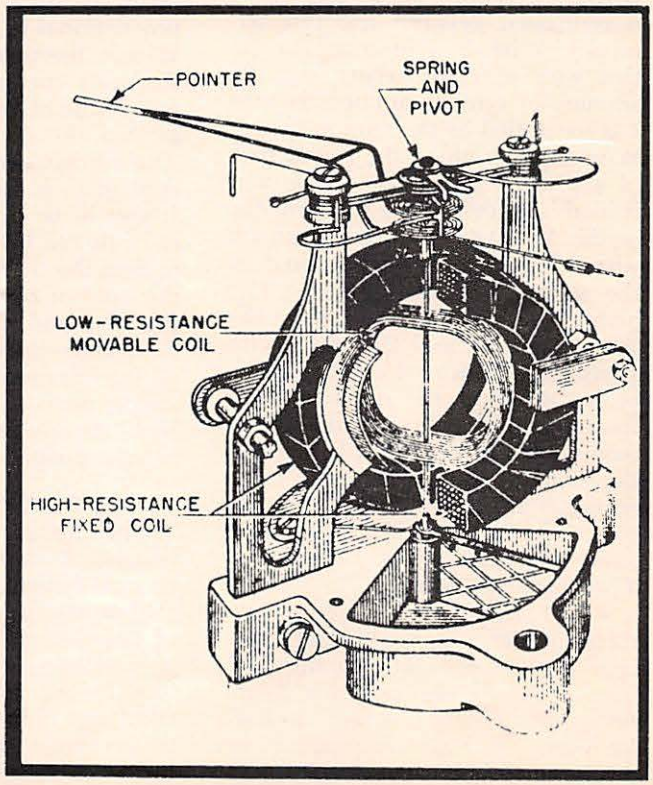


Figure 7. Dynamometer.

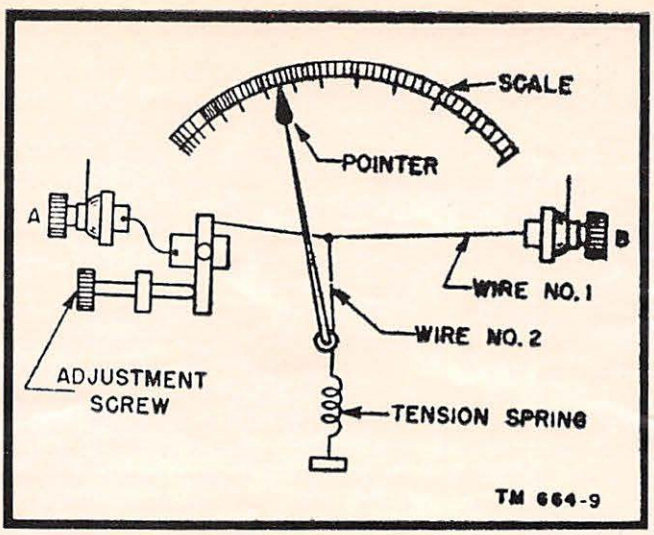


Figure 8. Hot-wire ammeter.

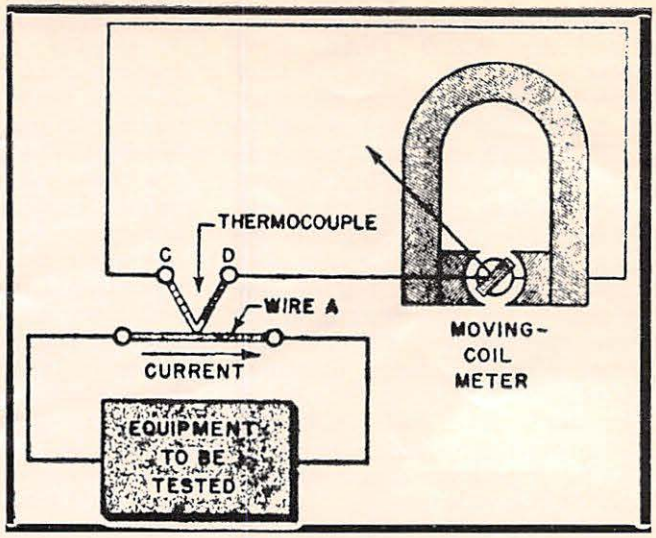


Figure 9. Thermocouple-type meter.

assembly swings a distance proportional to the combined strength of the two magnetic fields. The swing therefore is proportional to both the current and the voltage in the circuit. Since power also is proportional to the current and voltage, the meter can be calibrated in watts, the unit of power.

Thermal Meters

Hot-Wire Ammeter.

The heat generated by current flowing in a wire will cause the wire to expand. In the hot-wire ammeter the expanding wire moves a pointer which indicates the current in the circuit on the scale of the meter. The meter is connected in series with the load by terminals A and B (fig. 8). Within the meter, wire 1 is connected between the two terminals. Wire 2 is attached to the first wire near the center and the amount of tension applied to wire 1 is controlled by the tension spring. Wire 2 passes along the round base of a pivoted indicating needle and is used as a drive wire to move the needle. When current passes through wire 1, the heat is proportional to the strength of the current. The higher the current, the greater the heat generated and the more wire 1 expands. As wire 1 expands, it is pulled down by the tension of the spring and wire 2 rides along the base of the pivoted needle, driving the needle across the scale. The needle is adjusted to read 0 with 0 current by means of the adjustment screw regulating the sag in wire 1.

Thermocouple Meter.

• If 1 ampere of current flows through a wire, a certain amount of heat is produced. The quantity of heat is exactly the same for 1 ampere whether the current is low-frequency ac, high-frequency ac, or dc. The thermal effect therefore can be used to measure any kind of current. Thermocouple meters generally are used to measure high-frequency) ac. The thermocouple meter is used in transmitters to measure r-f. (radio-frequency antenna current and r-f power.

• The thermocouple meter is placed in series with the circuit under test, so that the circuit current passes through wire A of the meter (fig. 9). Wire A is attached to the junction of two different metals, and this bimetallic strip forms the thermocouple. The thermocouple has the property of generating a d-c voltage when the junction of the dissimilar metals is heated. The current heats the wire, the hot wire heats the thermocouple, and a small d-c voltage is generated which appears across terminals C and D, and is proportional to the amount of heat. Within limits of the thermocouple, the more current in the circuit the more heat at the junction, and the greater the d-c voltage generated. The voltage across C and D then is applied to a moving-coil d-c meter. It should be emphasized that either ac or dc can be sent through wire A to heat the thermocouple. Whatever the kind of current passing through the wire and being measured, only d-c voltage appears at the free ends of the thermocouple. The thermocouple meter can be said to combine both the thermal and electromagnetic principles of operation.

General Meter Considerations

The meters described above can be used to measure either ac or dc by modifying the meter circuits and calibrating the meter scale in terms of the desired unit. The repulsion or moving-vane meter commonly is used for a-c measurements. In electrical and radio work, thermocouple meters are used exclusively for r-f measurements; moving coil meters are used for almost all other measurements. Subsequent articles which will appear in The Signalman's Journal will discuss these meters further. Information will be given on meter characteristics listed below:

• Accuracy. Some meters are basically more accurate than others.

• Interference with circuit operation. Some meters, when connected in a circuit under test, alter the circuit conditions. The changes caused by the meter result in inaccurate measurements. Other meters have practically no effect on the circuit under test, and give more accurate readings.

• Scale used. Scales on some meters are linear, (with even spaces between numbers); other meters have non-linear scales.

With this information, the signalman can determine the best type of meter for a given purpose. In emergencies, he also will know how to modify any type of meter to suit his needs.

Summary

a. Meters are used to measure electrical quantities.

b. All meters, except electrostatic meters, regardless of the unit being measured, are operated by current flowing through the meter movement.

c. The fundamental properties of current flow used to make meters function are electromagnetism and heat.

d. Three classes of meters use the electromagnetic principle: Moving-iron meters, moving-coil meters, and dynamometers.

e. Two classes of meters use the thermal principle: hot-wire ammeters and thermocouple meters.

Review Questions

a. What is the purpose of test equipment?

b. What are meters used for?

c. What is meant by the calibration of a meter?

d. What do most meters actually measure?

e. How can meters be used to measure various electrical quantities?

f. What are two basic properties of current flow?

g. What are the two main meter types?

h. Name the principal classes of meters under each basic type.

i. What is the basic principle used in moving-iron meters?

j. How is this principle applied in plunger-type meters?

k. Explain how this principle operates in repulsion-type moving-vane meters.

l. Explain the operation of moving-coil meters.

m. What kind of measurement can be made with moving-coil meters?

n. How do dynamometers operate?

o. Explain the operation of a hot-wire ammeter.

p. Outline the operation of a simple thermocouple meter.

q. Where are thermocouple meters usually found? Why?

Source: Department of the Army Technical Manual 11-664, and Department of the Air Force Technical Order 16-1-256.

For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C.

Edison Announces Personnel Change

The Primary Battery Division, Thomas A. Edison Industries of McGraw-Edison Company announces the promotion of James D. Greer to the position of field engineer. Mr. Greer was formerly service engineer at the company's St. Louis district office and will continue to maintain his headquarters there.

Greer

Mr. Greer was born in Marshfield, Missouri on July 1, 1927, attended elementary schools there and was graduated from the Marshfield High School. From December 1944 to January 1947 he served with the U. S. Army and attended special training courses at South Dakota State College. In May 1944 he joined the St. Louis-San Francisco Railroad as a signal helper. He subsequently advanced through several posts in the signal department to the position of signal test foreman. In September 1961 he joined the Edison Company as a service engineer with the St. Louis office, a position he has held until his present advancement.

WABCO Announces New Appointment

Westinghouse Air Brake Company's Board of Directors today elected Charles D. Howell Vice President and General Manager of the company's Union Switch & Signal Division.

Formerly Vice President-Manufacturing and Purchasing for WABCO's corporate activities, Mr. Howell assumes the duties of Robb W. James, who resigned.

Mr. Howell joined WABCO in 1959 as Assistant Vice President-Manufacturing and was subsequently appointed Vice President-Manufacturing and Purchasing in 1963.

WABCO Appoints Foxen Assistant V.P.

Westinghouse Air Brake Company today announced the appointment of Richard W. Foxen as Assistant Vice President - Manufacturing and Purchasing.

Formerly Director of Industrial Engineering, a position he has held since joining the company in 1961, Mr. Foxen assumes the duties of Charles D. Howell, recently named Vice President and General Manager of WABCO's Union Switch & Signal Division.

Mitchell Joins Union Carbide Brush Div.

J. R. Mitchell has joined Union Carbide Corporation's Carbon Products Division to handle application engineering and technical service work in connection with railroad brushes. This work was formerly handled by Kenneth R. Matz, who has retired.

Mr. Mitchell was graduated from the University of Kentucky in 1948 with a B. S. degree in electrical engineering, and rejoined the Illinois Central Railroad, for whom he had worked from 1939 until he entered military service in 1943. He served the Illinois Central as an electrician until 1950, when he was made diesel supervisor. In 1951 he was promoted to division electrical foreman, and since 1956 has been assistant electrical engineer-equipment.

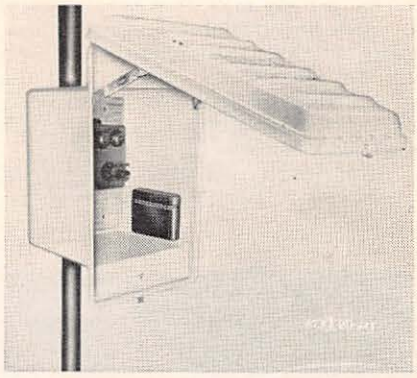
G.R.S. Appoints Latone Sales Representative

Appointment of S. M. Latone as a sales representative, working out of its eastern office in New York City, is announced by L. T. Freed, vice president-sales, General Railway Signal Company, a unit of General Signal Corporation.

Latone joined GRS in 1952 as a cooperative student. From 1955 to 1962, he was an application engineer in the Contract and Application Engineering Department. In 1962, he was named a contract engineering assistant in the GRS Export Department, a position he has held until his recent appointment.

New Wayside Telephone Box Marketed by Edison

Signalmen should be interested in the new fiberglass wayside telephone box placed on the market by the Primary Battery Division of Thomas A. Edison Industries. Additional information is available. Send in the coupon from Edison's ad in this issue.



Edison Fiberglass Telephone Box

The new box is compression molded of top quality polyester resin with chopped strand fiberglass, the manufacturer explained.

Overall exterior dimensions are 39" long, 26" wide and 19" deep, with ample space for mounting the telephone and any associated equipment needed. A mounting board of ¾" exterior grade plywood is secured to the back of the box for easy installation of the telephone unit. The entire assembled box weighs only 44 lbs.

The hinged cover has two supports with open-position safety catches on each side.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Canadian Locals Hold Joint Meeting

MONTREAL, QUE. (122, 165, 175, 204). A joint meeting of several Canadian Locals was held November 22 at the Royal York Hotel in Toronto, Ont. There were 50 members present including Grand Lodge Representative H. A. Stockdale, and General Chairman A. N. Cotton and General Secretary-Treasurer C. A. Scott. Others who attended are identified in the accompanying photo.

This was an open meeting held to discuss our recent Brotherhood Convention, changes in Brotherhood officers' positions in Canada, increase in Grand Lodge per capita tax, apprentice training plan, present and future negotiations, status of technicians at retarder yards who are not covered by agreement at the present time, isolation pay for employes on outlying territories, and other subjects too numerous to mention.

After the meeting adjourned, refreshments and a buffet luncheon was served. This was one of the largest gatherings we have had at a joint meeting and your officers extend sincere thanks for the good turnout. A. N. Cotton

Jersey Central

NORTH PLAINFIELD, N.J. (54). It has been several months since my last article in the Journal, but it has been a busy time for all of us here on the Big Little Railroad.

First off, we hope you clip this article and put it in your bunk car, Signal Shop, or in that already crowded pocketbook. Wherever it goes, please refer to it occasionally. Even though meeting cards are sent out, this little reminder will keep you up-to-date.

Regular meetings for the Central Division in the coming year are scheduled for the months of January, February, May, June, August and October. For the Seashore Branch — March, September and December, and for the Pennsylvania Division — April, July and November. All meetings are scheduled on the third Friday of the month. Those on the Central Division will be held in the Winfield-Scott Hotel, Elizabeth, N. J. On the Seashore Branch meetings will be held in the Knights of Columbus Hall, Long Branch, N. J., and the Penna. Division meetings will be either Allentown or Jim Thorpe, Penna.

With the resignation of John B. Dayke as Central Division Local Grievance Chairman because of the press of personal matters, Henry H. Fox, Sr., was nominated and elected. Succeeding Harry as Central Division Trustee is Charles B. (Bernie) Flannery.

Don't forget, Financial Secretary John F. Quinlivan will accept your yearly dues for 1965, then you're all taken care of.

Your Scribe, who spend Christmas in San Juan, Puerto Rico, with members of the family, takes this opportunity to extend best wishes. May 1965 be good for you and yours in every way.

L. E. DuMont

Members who were present at the joint Local meeting held at Toronto, Ont. on November 22 are shown in the photo above. Members from Local 122 were: H. E. Lavelle, K. McHully, G. Downey, C. W. Precious, E. H. Madigan, G. W. Orton, Douglas E. Whan, D. A. Collins, Doug Dunn, Ronald D. Dwinnell, Ronald G. Hamilton, Kenneth F. Beckwith, J. L. Herron. From Local 165: L. J. Smith, W. L. Dawdy, Randy Scarr, R. G. Lupton, Gord Aitchison, W. G. Leduc, J. D. Smith, D. Meyers, C. R. Clancy, W. J. Wilson, R. W. Laney, D. Majury, Robin L. Everall, Lloyd Hislop, Stan Gurgacz, R. Peter, W. W. Schaefer, F. E. Cable, and J. Kutz. From Local 175: M. Langille, D. Knowles, E. Traynor, Paul Traynor, Wm. J. Radway, J. Cummings, Les Brown. From Local 204: K. S. Shand, S. F. Lee, W. D. Kibsey, Richard G. Lewis, J. R. Dickson, B. E. Reynolds, Gerald R. Hall, and W. E. Shimkanen. The following officers were present: Grand Lodge Representative H. A. Stockdale, General Chairmen A. N. Cotton, and C. R. Scott.

Members of Local 31 on the Western Maryland are shown following a meeting at Hagerstown, Md. on November 14. The C&O-B&O control of the Western Maryland was discussed.

B&O—SIRT—WM

CONNELLSVILLE, PA. (31). A banquet was held recently at Stacks Cafeteria in Washington, Pa., for Brother Leroy Stimmell, retired signal maintainer, Washington, Pa.

Brother Stimmell had 37 years of continuous service with the Baltimore and Ohio R.R. Co.—all on the Pittsburgh west end.

Brother Stimmell was presented his retirement certificate from Mr. W. R. Flinn, Signal Supervisor, Pittsburgh, Pa., and Local Chairman J. W. Briggs presented him with a gift from his many friends and fellow workers.

About 45 fellow workers and their wives were in attendance. We take this opportunity to offer Brother Stimmell and his wife our sincere congratulations and best wishes for years of future health and happiness.

Signal Foreman J. R. McDonald and his gang are busy installing new signals and electric locks on a new siding at Tridelphia, W. Va. on the Pittsburgh West End.

Signal Foreman H. M. Sturm and gang are at Parma, Ohio installing crossing protection.

Brother R. C. Bryant has been returned to duty after being held out of service by the Medical Dept. D. LEONARD

Rock Island

EL RENO, OKLA. (17). Our regular meeting was held in trainman hall in El Reno on November 14. We had a fair attendance and among those present were "Red" Jamison, Warren Davis, "Red" Fuller, M. D. Stowe, "Luke" Egger, "Slim" Bouteller, R. A. Watkins, Tom Johnson, T. A. Johnson, "Bill" Tinney and "Stick" Stickley.

A comprehensive report of our organization's business was made by General Chairman Ralph Watkins, and Herb Goggans presented a good report of activities at our Brotherhood's Convention. Goggans could not give his report in person as he was recently promoted. We offer him our congratulations and also congratulate Brother A. J. Johnson who was recently promoted.

All business was handled in a very orderly manner and meeting closed with good fellowship all around.

W. L. STICKLEY

N.Y.C. General Chairman Retired Jan. 1

Brother Harlin Tracy will retire on January 1, 1965, after completing 44 years service with the New York Central Railroad and has been a loyal member of our Brotherhood for many years.

He is well known on the New York Central Lines as he was interlocking repairman on the Southern District for over 40 years.

He joined our Brotherhood in 1924 and has served as an officer of Local 15 continuously since that time. He attended our Organization's Convention as a delegate in 1928 and has attended all but three conventions since that time. He also served as Legislative Representative for our Brotherhood in Indiana.

He was Local Chairman of Local 15 for several years and served as vice chairman and secretary-treasurer of the Lines West Grievance Committee and will retire as General Chairman of this committee. ED

Harlin Tracy

B&O—SIRT—WM

CONNELLSVILLE, PA. (31). Our regular meeting was held November 14 on the Western Maryland Railway Company at the Y.M.C.A. in Hagerstown, Maryland. This meeting was called for the purpose of acquainting the members with the status of the application of the B&O-C&O to control the Western Maryland.

General Chairman H. C. Guscott explained the various conditions to be requested by our Brotherhood and other labor organizations for the protection of the employes in the event control is granted to the B&O-C&O.

The recommendations of Emergency Boards 161, 162 and 163 so far as improved vacations, paid holidays, job stabilization and paid up life insurance, were explained to the extent that they could affect the members of our Brotherhood.

Many items of mutual interest were discussed including the reason for an increase in dues. Some members expressed dissatisfaction with the present method of receiving holiday pay. They were of the opinion that all holidays should be paid for. They also feel that the method of qualifying for vacations should be relaxed. It was explained that this was a national agreement and could only be changed on a national basis. Members should attend regular local meetings for the purpose of handling such matters. Thirty one members were in attendance at this meeting which shows the interest these employes have in their Brotherhood. D. LEONARD

Santa Fe

MC PHERSON, KAN. (33). A retirement party was held September 13 at Swope Park in Cottonwood Falls, Kasas, in honor of Brother Robert A. Mitchell. There were 20 active members, their wives, and families present. Brother and Mrs. Robert Taylor, George and Mrs. Legg, Signal Supervisor and Mrs. L. D. Newberry, and Asst. Signal Supervisor P. W. Hirsh and family were also present for the affair.

Brother Mitchell retired after serving 42 years with the Santa Fe. He spent the last 36 years as maintainer at Strong City, Kansas. Brother Bob was presented with a recliner rocker and Mrs. Mitchell received a gift from the Ladies. In addition to other activities,

a covered dish dinner was served. I am sure that Bob knows we all wish him many happy years of retirement.

During the month of September Brother J. B. Crain of the Eastern Division was building primary batteries when a jar broke spilling acid into his boot causing severe burns. He was convalescing at the Topeka Hospital and expected to be off duty for a while.

Foreman Fenton's Gang has been in Gardner placing Switch Heaters. The gang recently moved to Emporia, Kansas where they will perform general signal work.

Brother R. E. Zeilsdorf reported that his motorcar was hit by a train at Holliday. We have had no further report on this.

Our regular meeting was held at the Allis Hotel in Wichita, Kansas on November 10. There were 16 members present including General Chairman W. H. Lewis, retired Brothers Hugh Aucterloni, and Charlie Watson.

Brother Lewis reported on the recommendations of the Presidential emergency boards on the joint Non-Operating employes movement. He also commented on several cases now being handled for the members of our Local. Local Chairman Davidson of the Oklahoma Div., Clyde Page of the Middle Div., and R. E. Zeilsdorf attended and reported on activity on their respective Divisions. Brother Lewis also reported that he had just received notice that the Third Division of the Railroad Adjustment Board had handed down a decision sustaining the Brotherhood's claim in the T.C.S. claim of Brother Bob Mitchell.

It was voted to increase our dues $2 per quarter, per member effective Jan. 1, 1965. It is interesting to note our dues increase as related to the recent wage increase. MAX E. CRAFT

Burlington

AURORA, ILL. (103). At our last meeting Convention Delegate H. R. Neihart gave a very fine report on the Convention held at Montreal, Canada. Brother J. D. Richards also gave a fine report stating that many changes will be made in the Constitution and that a new one will be sent to the membership.

Due to the action of the Delegates at the Convention, the per capita tax to Grand Lodge was raised from $7 per quarter to $9 per quarter, effective January 1, 1965 through December 31, 1967. With the per capita tax to the General Committee, this would total $14. Due to the extra demand on our treasury it was voted to raise our dues to $15 per quarter across the board for a period of three years beginning January 1.

Brothers G. L. Sibert and C. F. Goben were accepted as members of our Local.

Brother W. D. Smith is very ill in St. Joseph Hospital. Brother H. R. Neihart is in Copley Hospital and is getting along fine.

We need you at the meeting.

G. R. WEBSTER

Baltimore & Ohio

DAYTON, OHIO (94). Our regular meeting was held in North Vernon, Indiana, November 9. There were 15 members of the St. Louis Division East End, present to discuss matters of interest to employes on this seniority district.

The meeting was conducted by Local Chairman D. J. Hammond and General Chairman H. C. Guscott, who explained the recommendations of Emergency Boards 161, 162, and 163 on holidays, improved vacations, insurance for retired employes, and job stabilization. A lively discussion of various problems ensued.

Members came from an area with a 75 mile radius to attend this meeting and our officers were pleased with the turnout. Only three employes of the entire seniority district were absent.

L. M. Burgher, Dayton Union, who suffered a heart attack in October has re-entered the hospital for tests due to a lung condition. G. F. HAMMOND

Brother D. H. Kelly's gang, shown in this photo, are installing interlocking in Cottage Grove, Indiana. All are members of Local 94. From left to right they are: D. F. Lee, D. H. Kelly, C. D. Rouse, and J. Napper.

Members who attended a recent meeting of Local 94 held at North Vernon, Ind. are shown here. From left to right they are: seated—R. Free, G. Shepard, T. Higdon, and V. Plessinger. Standing—S. Lowery, D. Hammond, R. McCreery, R. Kinder, O. Jean, W. Woolf, C. Flesher, C. Kerns, J. Heller, and H. Morris.

The maintenance unit from North Dayton, Ohio is shown here. From left to right they are: G. Clayton, foreman A. Brixner, R. Comer, H. Beuhler, district maintainer R. Keefe, and R. Bogart.

Members of Local 94 in a maintenance unit at Rushville, Ind. are shown as they prepared to wire a relay case. They are, from left to right: D. Clark, Max Kalpleader, and E. Ralstin the district maintainer.

A General Chairman Discusses Conditions With His Membership

I am disturbed to hear that petitions recently appeared on our Saginaw and Detroit Divisions designating a fictitious organization and contending that organization could gain more benefits for us that our own Brotherhood. I implore you to think before signing assinine petitions circulated by persons who try to hinder our Organization in its efforts.

I think that anyone who will be honest with our Union and its officers will agree that much progress has been made and many benefits have been secured for our members.

I am not satisfied with our rates of pay nor is Grand Lodge happy with the recommendations of the last Emergency Board. However, I am satisfied they were right to accept the Board's recommendations as otherwise we would still be tied up and would not have received any wage increase to this time.

Our Organization signed a Letter of Understanding on December 29 which extends our May 1, 1964 Agreement for two years and provides for additional increases effective January 1, 1965 and January 1, 1966. Some of our helpers and assistants have expressed the opinion that they have been treated unfairly. However, the provisions of the Agreement are in line with the mandate of the Denver Convention held in 1961 directing Grand Lodge to negotiate a greater differential between the skilled and semi-skilled classes in our craft. Too,

the helper and assistant of today is the mechanic of tomorrow.

Some of our members compare their wages with those paid to the building trades but fail to consider that these employes lose considerable time due to bad weather, have no paid vacations or holidays and most of them in my area do not have any insurance. If you will stop and think, you have health and welfare benefits second to none.

Our agreement of November 20 provides that our members will be allowed an additional holiday, namely, their birthday. The Agreement also provides that employes who retired after March 1, 1964 will be covered by a $2,000 life insurance policy and the cost of this protection will be paid for by the Carrier. In addition, present protection provided for by our health and welfare program will be maintained and this will require the Carrier to pay an additional two cents an hour into this program. The Agreement also provides that employes with 20 years' service will be allowed an additional week of vacation for a total of four.

As you can see, we are making progress and, considering the odds against us, we are doing well and you can be assured that the benefits we have will be improved. If you will remember back a few years, we worked six days a week, had no paid holidays or vacations, nor were we afforded any health and welfare or insurance benefits paid for by the Carrier.

A matter that needs your attention is the signalmen on the Florida East Coast Railroad along with other employes who have been on strike for 2 years. They need your support NOW. Please send your donations to Secretary-Treasurer C. J. Chamberlain enclosing your name and local lodge number as they appear on your union card.

THOMAS J. KILLINGBECK

Robert J. Hood

C. N. — C. P.

WINNIPEG, MAN. (12). Our regular meeting was held in the Assiniboine Hotel on November 14.

One minute of silence was observed at the meeting in memory of Brother Hood from Virden, Manitoba who passed away recently. Brother Young, who served as a pallbearer, sent a wreath on behalf of our Local and Mrs. Hood responded with a note of appreciation.

Brother Popel mentioned that the grievance regarding noon-day meals is still being progressed. Brother Hickson added that General Chairman A. N. Cotton had written to Mr. McLeod, C. N. Signal engineer, regarding the review of Brother Rosbrough's working restrictions.

Brother Hickson reported on Brother Jablonski's grievance regarding four hours overtime for assisting regional signal gang in testing.

Brother Popel mentioned the necessity of progressing grievances in the prescribed manner.

Brother Jablonski made a preliminary report on the Banquet and Dance but since all the monies have not been turned in, the first report will be made at the next meeting.

Brother Law suggested that a permanent entertainment committee be set up at our next general meeting.

Brother Law read a letter requesting us to order UNICEF greeting cards from Mrs. J. O. Turner in Winnipeg.

Brother Reitter suggested that all members who have not been receiving their minutes send their correct address in to Brother Law.

Brother Popel reported on the Local chairmen's committee meeting. It was voted that our dues be increased by $1 per month or $3 per quarter, $2 for Grand Lodge and $1 to be returned to the Local.

The insurance rates are going to be reviewed and it is expected that they will be increased approximately 25 cents per quarter. If that is the case, 25c of the $1 will be used to pay the increase.

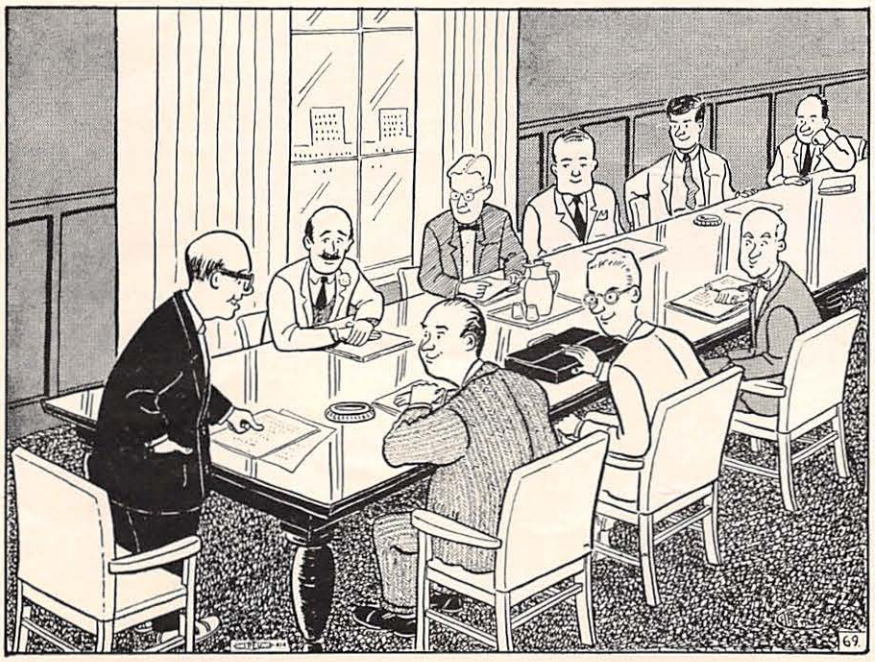
At a special meeting of our General Grievance Committee, Brother Cotton was elected Grand Lodge Representative with headquarters in Winnipeg until 1966.

Brother C. R. Scott was elected General Chairman with headquarters in Montreal and Brother R. D. Pellow from Chapleau was elected General Committee Secretary-Treasurer. Brother Pellow is employed by the C.P.

Brother Hickson mentioned that another Local Chairman has been approved by the General Grievance Committee, and that Brother Cotton had suggested that the elected representative be working on the Kashabowie Sub.

A motion was passed to draft a resolution proposing that in the event a Signal Shop should be established in the C.N. Prairie Region, preference of positions should go to employes in that Region.

R. L. LAW



"Simply put, Gentlemen, the merger means more Chiefs, less Indians."

Obituary

C. R. Jacklin, retired member of Local 165, Canadian National Railways, passed away at Chatham, Ontario December 7, 1964. He was 65 years old.

Brother Jacklin began his railroad career as an extra gang labourer in October of 1919 at Ottawa, Ontario. He became signal helper at Muskoka on June 1, 1921; Assistant Signal Maintainer at North Bay on July 1, 1926; Signal Helper at Oakville on January 4, 1927; Maintainer St. Thomas Division at Welland on August 15, 1932 and then at Chatham where he worked until his retirement in November, 1964.

The officers and members of Local 165 extend deepest sympathy to the surviving members of his family.

D. MAJURY

John S. Uldrich, retired member of Local 54, Central Railroad of New Jersey, passed away recently.

Brother Uldrich was first trick maintainer at B. V. Tower, West 8th Street. Bayonne, N. J. at the time of his retirement in 1944.

The officers and members of Local 54 extend their deepest sympathy to the surviving members of his family.

L. E. DuMont

W. M. Armontrout, retired member of Local 89, Chesapeake & Ohio Railway, passed away recently. He was 67.

Brother Armontrout was Traveling signal mechanic at Prince, West Virginia at the time of his retirement December 31, 1962 after completing 43 years of service.

The officers and members of Local 89 extend deepest sympathy to the surviving members of his family. Ed.

George R. Sage, retired member of Local 125, Canadian National Railroad, passed away recently. He was 67.

Brother Sage was maintainer at Fort Langley, British Columbia at the time of his retirement August 31, 1961 after completing 40 years of service.

The officers and members of Local 125 extend deepest sympathy to his widow and other surviving members of his family. Ed.

William E. Shaffer, retired member of Local 65, Pennsylvania Railroad, passed away December 4, 1964 at Memorial Osteopathic Hospital. He was 77.

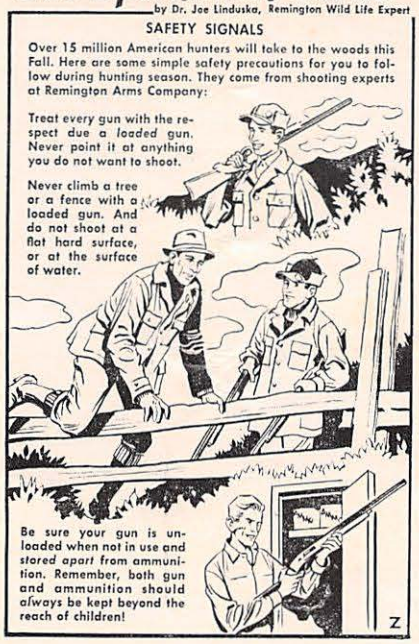
Brother Shaffer was Inspector C&S at York, Pennsylvania at the time of his retirement October 1, 1955 after completing 48 years of service. He was a faithful member of our Brotherhood and served our Local as local chairman and as delegate to our Brotherhood's Convention in 1920.

The officers and members of Local 65 extend deepest sympathy to his widow and other surviving members of his family.

J. R. Smith

The Sportsman's Corner

by Dr. Joe Linduska, Remington Wild Life Expert


SAFETY SIGNALS
Over 15 million American hunters will take to the woods this Fall. Here are some simple safety precautions for you to follow during hunting season. They come from shooting experts at Remington Arms Company:
Treat every gun with the respect due a loaded gun. Never point it at anything you do not want to shoot.
Never climb a tree or a fence with a loaded gun. And do not shoot at a flat hard surface, or at the surface of water.
Be sure your gun is unloaded when not in use and stored apart from ammunition. Remember, both gun and ammunition should always be kept beyond the reach of children!
Z

Paul C. Gilbert, member of Local 104, Southern Pacific Railroad, Los Angeles Division, passed away in San Francisco Hospital recently after a long illness. He was 63.

Brother Gilbert began his signaling career in March, 1927, and had worked as Signal maintainer and foreman. He was Division Signal Inspector at the time of his death.

The officers and members of Local 104 extend deepest sympathy to the surviving members of his family.

F. R. Smeltzer

Frank W. Madsen, retired member of Local 32, Chicago & Western Indiana Railroad, passed away November 10, 1964. He was 72.

Brother Madsen was third trick maintainer at 16th Street Interlocking Plant at the time of his retirement.

The officers and members of Local 32 extend sincere sympathy to the surviving members of his family.

Edward Rickert

Brother Damase "Tom" Guigue, retired member of Local 118, passed away on November 19 at St-Lambert General Hospital in St-Lambert, Quebec.

Brother Guigue was a Leading Signal Maintainer at St-Lambert, Quebec at the time of his retirement some 10 years ago. Tom, as he was known by his fellow members and his many friends, was a faithful member of our Brotherhood and served our Local as a Chairman and General Chairman. He also served as a member of the Board of Trustees. He was a loyal and active member of Local 118.

The officers and members of Local 118, extend their deepest sympathy to the surviving members of his family.

G. Richard

James T. Brady, retired member of Local 22, New York Central Railroad, passed away December 5, 1964. He was 86.

Brother Brady was assistant signal maintainer at Newburgh, New York at the time of his retirement in January, 1940 after completing 34 years of service.

The officers and members of Local 22 express deepest sympathy to his daughter and other surviving members of his family. Ed.

J. A. McGuire, retired member of Local 163, Chicago and Illinois Midland Railroad passed away recently. He was 77.

Brother McGuire was line foreman at Taylorville, Illinois at the time of his retirement in January, 1954 after completing 27 years of service. He was a faithful member of our Brotherhood and served our local as local chairman.

The officers and members of Local 163 extend deepest sympathy to the surviving members of his family.

Ed.

Robert J. Hood, member of Local 12, Canadian Pacific Railway, passed away suddenly November 5, 1964 at his home in Virden, Manitoba at the age of 63.

Brother Hood was born at Sidney, Manitoba and served over 40 years with the Canadian Pacific, 38 of which were in the Signal Department at Kenora, Ontario and Virden, Manitoba as signal maintainer.

He is survived by his widow to whom the officers and members of Local 12 extend their deepest sympathy.

L. E. Young

Ashby Jones, retired member of Local 89, Chesapeake & Ohio Railway, passed away recently in the C&O Hospital following a lingering illness.

Brother Jones was born in Alleghany County April 27, 1894 and was a veteran of World War I.

He is survived by his widow to whom the officers and members of Local 89 extend deepest sympathy.

C. R. Long

CHANGE OF ADDRESS

Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

The Signalman's Journal
2247 Lawrence Ave.
Chicago, Illinois 60625

Name _____

Lodge No. _____ **Cert. No.** _____

Street or Box Number _____

City _____ **State** _____ **Zip Code** _____

A NEW Concept in Wayside Housings

EDISON FIBERGLASS TELEPHONE BOX, No. 5000

. . . at a new low price **$79 each**

(f.o.b. Silver Lake, N.J.) complete with corrosion-resistant pole mounting hardware* and fittings.

*To fit 3″ steel pipe pole or 8″ to 10″ diameter wood pole.

FOR COMPLETE DETAILS . . . CLIP AND MAIL

To: Thomas A. Edison Industries
Primary Battery Division
P.O. Box 28, Bloomfield, N.J. 07003

Please send me your Bulletin PB 1107 covering the Edison Fiberglass Telephone Box, No. 5000.

NAME _____ TITLE _____

COMPANY _____

ADDRESS _____

_____

GEARED TO PROGRESS P R I MEMBER

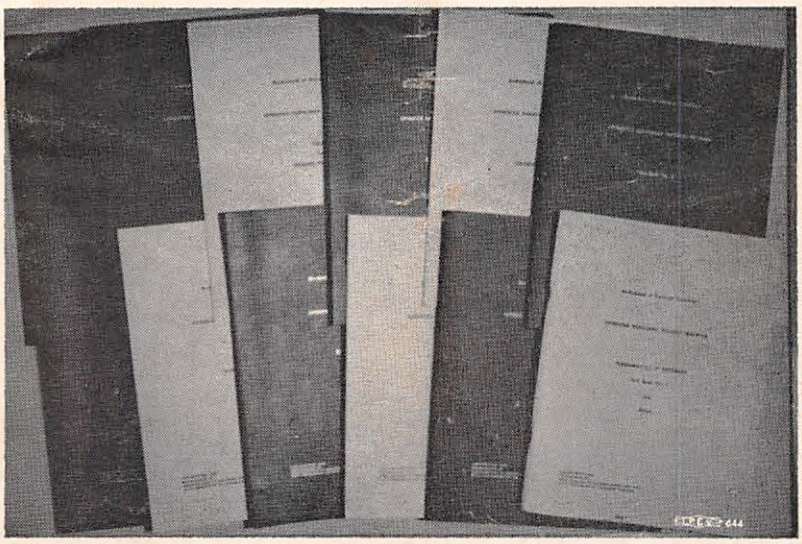
THOMAS A. EDISON INDUSTRIES
PRIMARY BATTERY DIVISION • BLOOMFIELD, N. J. 07003

McGRAW EDISON

TEXT NO. 6, 7, & 8

Now Available

JOHN A STRUBLE 123
410 N THOMAS ST
SCOTTVILLE MICH 49454
123014



Apprentice Signalman Training Program Texts Furnish Detailed Hard to Get Information

WELL TRAINED SIGNALMEN are necessary in the installation and maintenance of signal systems on our Nation's railroads.

The technology of modern signaling is advancing at a rapid pace. New developments are being made in this specialized field regularly. Are you keeping pace with the Industry? Where can you look for help?

The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you a valuable asset to the company for which you work.

▶Text No. 1 deals primarily with carrier rules, motorcar operations, and the fundamentals of electricity as relating to signal devices, circuit symbols and nomenclature.

▶Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

▶Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

▶Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

▶Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

▶Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

▶Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

▶Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. C. J. Chamberlain, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

.....
(Date)

Please send me.....copy(s) of the B of R S Apprentice Signalman Training Program Text:

I am enclosing check/money order in the amount of $..... to cover cost of publication and mailing.

No. 1 ☐ @ $1.75 each
No. 2 Temporarily out of stock
No. 3 ☐ @ $1.75 each
No. 4 ☐ @ $1.75 each
No. 5 ☐ @ $1.75 each
No. 6 ☐ @ $1.75 each
No. 7 ☐ @ $1.75 each
No. 8 ☐ @ $1.75 each

.....
(Name) (Local No.)

.....
(Address)

.....
(City) (State) (Zip Code)

Please make checks or money orders payable to:
C. J. Chamberlain, Secretary-Treasurer, BofRS